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For the Good of Your Community



Vol. 10, No. 9

OAKLAND, JANUARY, 1968

Cut in bridge tolls Sought as aid in Holding line on fares

Continuing its persistent efforts to avoid raising fares, AC Transit will request the California State Toll Bridge Authority to seek a reduction in toll charges for buses using the Bay Bridge.

A State study to determine ways of holding the line on transbay bus fares and encourage greater use of mass transit was ordered a year and a half ago after the bridge authority dropped bus tolls on the span from 75 cents to 50 cents, a saving to AC Transit of \$115,000 per year.

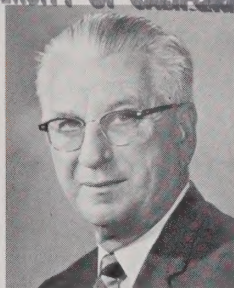
At that time, the State Department of Public Works was directed to look for ways of increasing use of local mass transit, possibly by a toll reduction.

Commuter increase

Transbay buses now carry more than half the commuters who cross the Bay Bridge during the riding peak. Riding on transbay buses has increased 12.3 percent during the past year. Auto passengers using the bridge have shown an increase of 20.7 percent during the same period.

The District, which pays \$261,500 annually for use of the Bay Bridge and facilities at the Transbay Transit Terminal in San Francisco, faces an increase of \$821,900 in labor expenses June 1 as a result of the labor contract.

(Continued on page 3)



John McDonnell



William E. Berk

Officers elected to Head transit board

John McDonnell was re-elected president of AC Transit's board of directors this month, continuing District leadership in a period when upmost utilization is expected to be made of his long experience in the transit field and in the world of business.

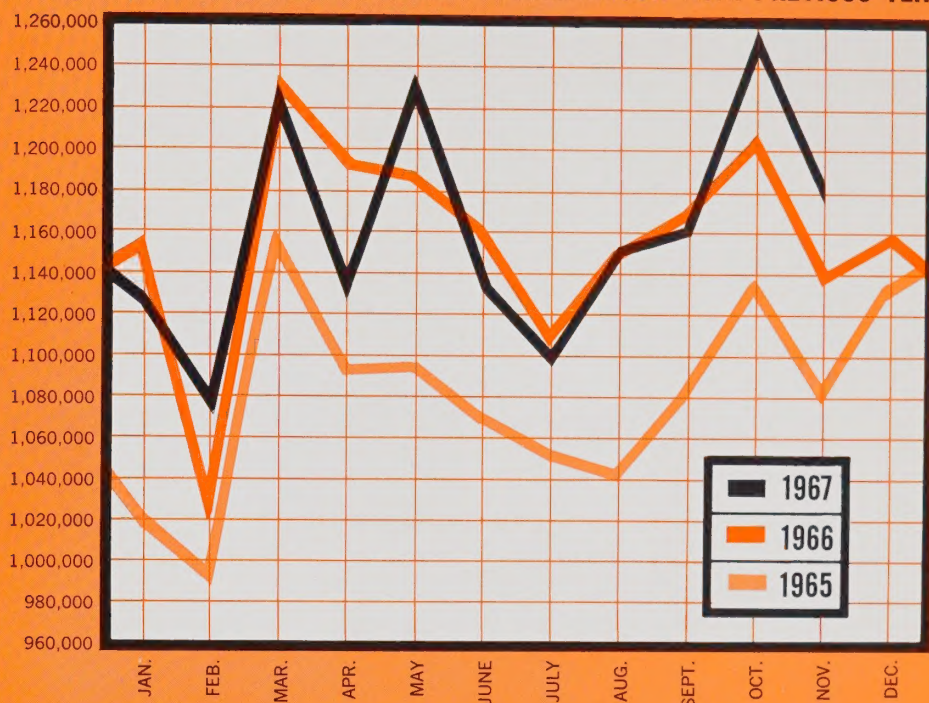
Re-elected as vice-president of the board was William E. Berk, also a recognized leader in the business field and in civic activities.

A director since the District was created in 1956, McDonnell was elected to his first term as president a year ago. He is the owner of nurseries in Oakland, Orinda and Walnut Creek and brings to the post a backlog of experience in business, community affairs and in transportation.

McDonnell, who previously served two years as vice-president, is a member of the Governor's Task Force on Transportation. He is active as a Catholic layman and is past president of the California

(Continued on page 3)

AC/transit PASSENGER REVENUE . . . COMPARISON WITH PREVIOUS YEAR



Riding on East Bay and transbay lines showed a substantial growth during November, with fare box revenue and the number of riders carried firmly manifested on the black side of the ledger.

Rider revenue totaled \$1,177,195, up \$44,941 or 3.97 percent over year-ago revenue of \$1,132,254. Revenue on East Bay lines was up 2.52 percent for the month, while fares collected on transbay lines showed an increase of 6.0 percent.

The number of passengers carried during the month totaled 4,441,372, an increase of 3.35 percent over the 4,297,350 who used district service in November, 1966. East Bay riding was up 2.72 percent and transbay travel was up 5.13 percent.

Commute book sales showed a gain, with sales of \$193,152, up 3.0 percent over year-ago sales of \$187,440.

Operation costs during the month reached \$1,371,223, an increase of \$84,290 or 6.55 percent over costs of \$1,286,933 for the same month a year ago. The District operated 1,951,859 miles of service, an increase of 30,773 miles or 1.6 percent compared to November, 1966. Total income of \$1,589,077 was sufficient to cover operational costs, depreciation and bond debt requirements.

Firm retained to audit financial operations

The national firm of certified public accountants, Touche, Ross, Bailey and Smart, was retained this month to perform the audit for AC Transit for the fiscal year of 1967-68. The firm recently

completed the audit of the District's financial operations for the past fiscal year. Copies of the Annual Report may be obtained by telephoning the general offices, 654-7878.

Toll cut to encourage transit use

(continued from page 1)

Alan L. Bingham, general manager, stressed the District must meet expenses—"yet an increase in fares to match rising costs inevitably would result in a loss of patronage, a situation we must try to avoid. Similarly, service curtailment would be expected to cause a decrease in riding."

In line with action by the Board of Directors, resolving to request the toll cut, John McDonnell, board president, pointed out:

"Property taxes are high enough—and the taxpayer today cannot assume additional financial burden in paying for the cost of providing public transportation."

The District is seeking inclusion of AC Transit in sources of revenue from the State on grounds the cost of transit service cannot be paid out of taxes or the fare box alone and the high quality of transportation must be continued to lure travelers from their private cars to avoid traffic stragulation.

Directors continue Brand of Leadership

(Continued from page 1)

Association of Nurserymen, North Oakland Kiwanis Club and Orinda Country Club and past director of the Temescal Merchants Association.

McDonnell lives in Oakland at 5109 Cochrane Ave.

Berk was elected to the Board in 1960, representing west Contra Costa County. President of Timmons and Berk, Inc., plumbing contracting firm, he is active in a dozen housing, building and contracting associations, as well as in civic and social groups. He is a director of Columbus Founders Savings and Loan Association and the Richmond Chamber of Commerce.

Berk lives at 450 Mount St., Richmond.

"Costs of public transportation now are shared by the customer and the taxpayer, with the U.S. Government aiding with grants of federal funds. We are seeking to further distribute costs by asking the State to participate," Bingham said.

East Bay riding on New upward trend

East Bay riders turned out in increasing numbers during the last half of 1967, to tally a boost in riding and reverse the drop in patronage incurred during the beginning of the year.

The increase in patronage, particularly on major trunk lines, began in July and continued into December, according to a report made to the Board of Directors by Alan L. Bingham, general manager.

Sales of Shop-a-Round passes, an immediate indication of service use, showed a healthy upward trend in midday riding on lines serving the downtown area.

Transbay revenues continued a consistent growth pattern, with an increase ranging from 1.73 percent in July to 6.75 percent in November as compared to the previous year.

Total riding showed a decrease of 0.86 percent in July as compared to the same month a year ago, but moved to the break-even point in August. In September, riding was up 1.42 percent; in October, 2.45 percent, and in November, 5.13 percent.

Buses help football Fans 'buck the line'

District buses "carried the ball" for 36,338 fans attending football games at Oakland Coliseum during the 1967 season, an increase of over 17,000 riders compared to 1966. Out of total attendance, 8.4 percent used District buses.

Driver hits jackpot—in girls

It was a double surprise — and two cigars — for bus driver Robert Weems of 481 Sheryl Dr., San Pablo, who marked his 34th birthday by becoming the father of twin girls born on New Year's Day in Oakland.

Weems, and his wife, Irene, got their first inkling that it was going to be "two of a kind" after X-rays were taken when she checked into the hospital.

"I was on my run on the 72 line at the time and when I called the hospital they told me. Boy, was I surprised," Weems reported.

"We had everything ready for one. Now we have to have two of everything, but our friends have helped out and we'll make out fine."

The babies, who weighed in at 6 pounds, 12 ounces and 7 pounds, 5 ounces, were named Elinda Ilene and Recinda Mae.

Ready to take over their care and "tickled to death" are four older children, Debra, 10; Kenneth, 9; Dora, 8, and Diane, 7.

DOUBLE INCREASE — Bus driver Robert Weems and his wife, Irene, hold their New Year's Day "surprise," twin girls Recinda and Elinda. The husky youngsters have "lots of hair" and "just eat and sleep."



The twins were the second pair born on the first day of the New Year at the hospital and were featured in newspaper photos and stories.

They also are the first in the Weems family "in a long time." The last pair were in the Weems' family 34 years ago.

The operator joined the District on Feb. 1, 1967, after driving a log truck in Oregon. He used to hunt and fish but doesn't expect "to have much time for anything like that" in the future.

Pacifist group can Advertise in buses

AC Transit's right to regulate advertising it accepts for display on buses has been severely restricted by a ruling of the California State Supreme Court, concerning banning of pacifist ads.

In its 4-3 decision, the high court found that refusal to accept anti-war placards as paid advertisements on buses would be a violation of the First Amendment to the U.S. Constitution.

The District will petition for a rehearing of the decision. Legal proceedings have been in the courts since 1965, when District directors refused to accept a pacifist ad from Women for Peace, a Berkeley organization.

The Supreme Court ruling upheld action of an Alameda County Superior Court judge, in issuing a temporary injunction sought by the organization, prohibiting the District from refusing to accept the advertising.

A State Appellate Court ruling reversed the lower court decision and affirmed the District's right to accept only commercial advertising, except during times of local elections when persons running for election or supporting issues actually on the ballot may purchase political advertising space.



Our 'Stockholders' Write

... my four-year-old daughter wandered away from home quite some distance and was lost for several hours, which was of great concern. . . . Her safe return was greatly facilitated by the alertness of your bus driver (*Roy Nance*). He informed the Berkeley Police Department and my daughter was returned home. I wish to convey my personal thanks to the bus driver . . .

Mrs. Paula Thompson
Berkeley, Calif.

* * *

... a driver refused to open the back door when I wanted to get off at A and Royal Sts. in Hayward and insisted on making us leave by the front door . . .

Evan Robinett
Hayward

(We apologize for the driver's error. He is being contacted for corrective action.—Ed.)

* * *

Thank you very much for the literature you sent us. We are very interested in it and are very sure that the buses will be a very economical and convenient way to travel around the area.

Mr. and Mrs. Ed Wishard
Richmond

* * *

I have just ended a year's visit to Berkeley and would like to express my

appreciation and admiration. . . . Throughout my year's use of the buses, I always found the drivers courteous, helpful and friendly.

S. I. Shapiro
University of Hawaii
Honolulu, Hawaii

* * *

... I rode the Christmas bus and it started my day with such pleasure that I want to write to let you know . . . whatever their reasons, people were smiling and talking to one another. . . . Thank you for bringing a little gaiety into the crisp morning ride.

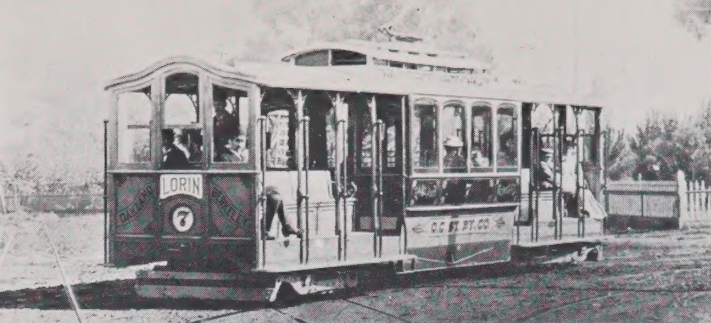
Mrs. William High
Berkeley

* * *

We have learned that our bus driver, *Ernesto Garcia*, will no longer be with us after the Christmas holidays driving the Grass Valley route from Skyline High School. We are writing this letter to ask you to please let him continue to drive this route . . . all of us aboard the bus are very fond of him . . .

Signed by 43 riders
Skyline High School

(Garcia shares your affection and desire to remain on line, but under union regulations, was "bumped" from the route by a driver with more seniority. The new driver is there because he wants to be.—Ed.)



FIRST CAR—Photograph of first electric street car, taken at 47th and Grove Sts. in 1895, is among photos in historical album. This is near today's site of Children's Hospital of East Bay.

CAR BARN—Central car house, of fond memory to veteran transit workers, before abandonment of street car service in 1948 doomed it to destruction. The car house was at Second Ave. and Foothill Blvd.



Recollections of a trainmaster

A candid and personal history of East Bay transportation, written by the late C. M. Smitt, has been added to the mementos of one of the District's "fine fellows," D. J. Potter, transportation manager.

Potter received the detailed report on the "Beginning, progress and decline of electric rail transportation," along with an album of historical pictures, from surviving members of Smitt's family.

Smitt, who died in 1958, had 35 years of service with Key System "in his hat" before he applied for a pension in 1957.

Already a veteran railman when he went to work on Key Route trains in 1922, Smitt was a motorman until 1942, when he became a train director at Oakland Yards. Later he became trainmaster at the San Francisco terminal, working until his night shift was abolished.

Along with recording history, he made history. On Dec. 29, 1938, he walked across the Bay Bridge, leaving the east end at 2:30 p.m. after disregarding a warning from the guard at the substation.

"I had to pass many workmen and

guards," Smitt wrote. "I walked with paper and pencil in my hand and acted like an inspector, inspecting crossings and switches. I gave the guards and workmen the highball and they in return gave me the salute salvo.

"Walking through Yerba Buena Island was not too easy, but it worked. I rested a little at Center Anchorage, picking up a few souvenirs, and proceeded on my journey. At Rincon Hill I passed the last guard and arrived in San Francisco at 4:22 p.m."

Smitt's stroll preceded by two weeks start of train service on the bridge at 4 a.m. on Jan. 15, 1939. Three hours before, he was motorman on the last train to leave the Key System pier.

Honors for taking the first train across the bridge were supposed to go to C. N. Andersen, vice president of the Key System, who was on the 12th St.-A train. It was delayed by heavy traffic, however, Smitt wrote, and the "towerman at the Oakland Yard tower figured first come, first go." So the 22nd St. train was the first across.

What the Editors are saying about transit

Alameda Times Star

AC, We Love You!

IT ISN'T OFTEN that we feel constrained to hurl bouquets in the direction of a public utility, but we cannot forgo flinging a few posies in the direction of AC Transit.

More specifically, toward whatever section of AC it is which has for the past football season handled the bus shuttle between South Shore and the Coliseum.

As full-armored Rabid Raider Rooters (isn't EVERYBODY, now that they're AFL champs?) it has been our wont this past season to take in every home game we possibly could. And we have found that the ideal way to do so is to board one of the Alameda-Coliseum fleet at South Shore, let it carry us and our fellow RRRs to the very doorstep of the Coliseum, then pick us up at the same spot and deposit us safely back at South Shore following the game.

If AC doesn't think it'll get them in trouble with a certain public carrier, we'd like to note that we've found "It's such a pleasure to ride AC and skip the driving, tee hee!" They may use this slogan free of charge, if they desire.

In addition to bypassing the strain of driving, finding a parking space, then relocating the car after the game and running the gantlet of trying to get back home, the bus bit also provides a sort of collegiate camaraderie. Although, we must admit, there usually are fewer luses aboard the AC bus than there were in our Joe College days; could it be all our old classmates are staying true to the 49ers?

Regardless of the alcoholic content, the Coliseum-bound buses were filled with anticipatory chatter and the home-ward-bound buses loud with exultation. Kid stuff, maybe, but a helluva lot of fun nonetheless.

We intend to claim our share of credit for the Raiders' stunning success this year, since our enthusiasm and that of our fellow shuttlers must surely have inspired Our Boys to their great accomplishments.

We're just a tiny bit concerned over how they'll do in the Super Bowl without us, though. Wonder how much AC would charge for a shuttle between South Shore and Miami?

Everybody reads AC Transit schedules

AC Transit timetables reached the "best seller" status last year, with over 2,313,000 of the free pocket schedules printed and distributed to patrons. The total was an increase of 29 percent over the 1,792,000 schedules issued in 1966.

Cost of printing the give-aways came to \$19,831, a 28 percent increase over printing costs of the year previous.

Biggest printing job was for local lines,

with 1,364,000 timetables issued. The express lines used over 220,000 schedules, with Lines 32 and 30 tying for top place with 47,000 schedules each.

The F and the R lines led the transbay field, with 75,000 schedules issued for the Berkeley line and 71,000 for the Hayward service. The transbay total reached 729,000 schedules, an increase of 41 percent over previous year.



At a regular meeting Jan. 10, the Board of Directors:

- Re-elected John McDonnell as president and William E. Berk as vice-president of the Board of Directors, on motion of Director Coburn. (See story, Pg. 1.)

- Referred bids for furnishing diesel motor coaches to management for study and report to board on Jan. 24, on motion of Director Coburn.

- Adopted resolution of intent to levy tax in accordance with provisions of revenue and taxation code, on motion of Director Coburn.

- Authorized General Manager to attend meetings of American Transit Association program committee and executive conference, on motion of Director Bettencourt.

- Approved downtown Oakland free ride promotion, on motion of Director Rinehart.

- Approved appointment of Touche, Ross, Bailey & Smart as auditors for 1967-68 fiscal year, on motion of Director

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Ward III	
WILLIAM E. BERK	Vice President
Ward II	
ROBERT M. COPELAND	Director at Large
RAY H. RINEHART	Director at Large
WILLIAM H. COBURN, JR.	Ward I
WM. J. BETTENCOURT	Ward IV
E. GUY WARREN	Ward V

ADMINISTRATIVE OFFICERS

ALAN L. BINGHAM	General Manager
ROBERT E. NISBET	Attorney
JOHN F. LARSON	Treasurer
GEORGE M. TAYLOR	Controller
	Secretary

Rinehart. (See story, Pg. 2.)

- Requested California State Toll Bridge Authority to place matter of bus toll reduction for Bay Bridge commuters on agenda of Jan. 31 meeting and authorized appearance of management before Authority to present District position, on motion of Director Rinehart. (See story, Pg. 1.)

Worker ranks boosted by new arrivals

New District workers are:

Richmond Division

Bus operators: M. L. Sneed, San Pablo; L. A. Chavier, Pinole; J. D. Lee, C. E. Hawthorne and Ben Davis, Jr., Richmond.

Seminary Division

Maintenance: Rufus Ashley, Rich-

mond, service employee.

Bus operators: C. S. Styers and J. V. Emery, Hayward; J. F. Giambrone and W. R. Rannie, San Leandro; W. J. Reynolds, Milpitas; V. A. Sparks, David Sanders, Nathaniel Robinson, V. A. McGregor, D. H. Powell, G. W. Smith, B. L. Mehden, Melvin Matthews, all of Oakland.

Alameda-Contra Costa Transit District
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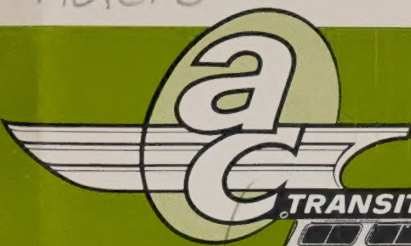
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TRANSIT



For the Good of Your Community

Vol 10, No. 10

OAKLAND, FEBRUARY, 1968

Action taken for District to pilot Study into reduction of bus hold-ups

A study into ways to reduce assaults and robberies against bus drivers was set in motion this month with AC Transit as the pilot.

From the study is expected to come the most promising methods for reducing such crimes—of growing individual and national concern.

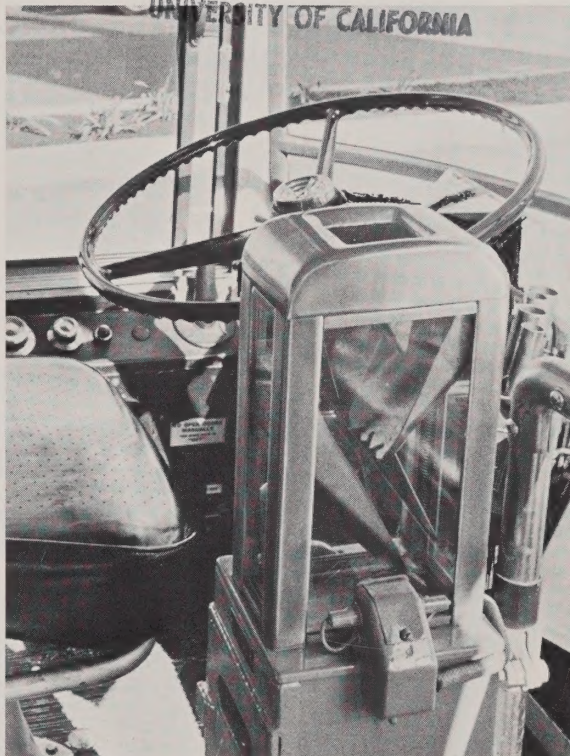
Actively participating in the study with the transit district would be the U.S. Government and the national headquarters of the Amalgamated Transit Union. Also cooperating would be transit properties across the nation and experts in the field of crime detection and prevention.

The project, under study since last July, moved from the planning stage into detailed proposals with the authorization by the Board of Directors for an application to the U.S. Department of Housing and Urban Development for a demonstration grant to finance two thirds of project costs, estimated at \$300,000.

Union Participation

The HUD grant would be augmented by \$100,000 contributed in cash and personal services by the ATU and participating transit properties. AC Transit's share was estimated at \$30,000.

The project will be concerned primarily with gathering and evaluating data and in determining technical feasibility of various proposed solutions. Results of analytic studies will be supple-



mented with small-scale experiments to verify practicability of some of the proposed methods.

The study is expected to continue over a 12 to 14 month period.

While AC Transit would be administrator, a council of ATU and transit property representatives would act as advisors, providing valuable crime data based upon local experiences.

Bill to exempt transit from diesel Tax wins support of administration

Legislation, which would significantly aid AC Transit in its efforts to find additional sources of revenue, was introduced in the State Senate this month with the blessing of Governor Ronald Reagan.

The governor said he would support a bill exempting urban transit systems from paying state tax on diesel fuel. The bill, introduced by Sen. James R. Mills, D-San Diego, has 35 of the 40 members of the Senate signed as co-authors.

Savings to District

The exemption would save the transit district some \$330,000 next year—equivalent to nearly two cents on the property tax rate.

In its fight to meet expenses without resorting to a fare increase or cut in service, the District also has asked the State Toll Bridge Authority to reduce the present 50 cent charge paid by buses

crossing the Bay Bridge.

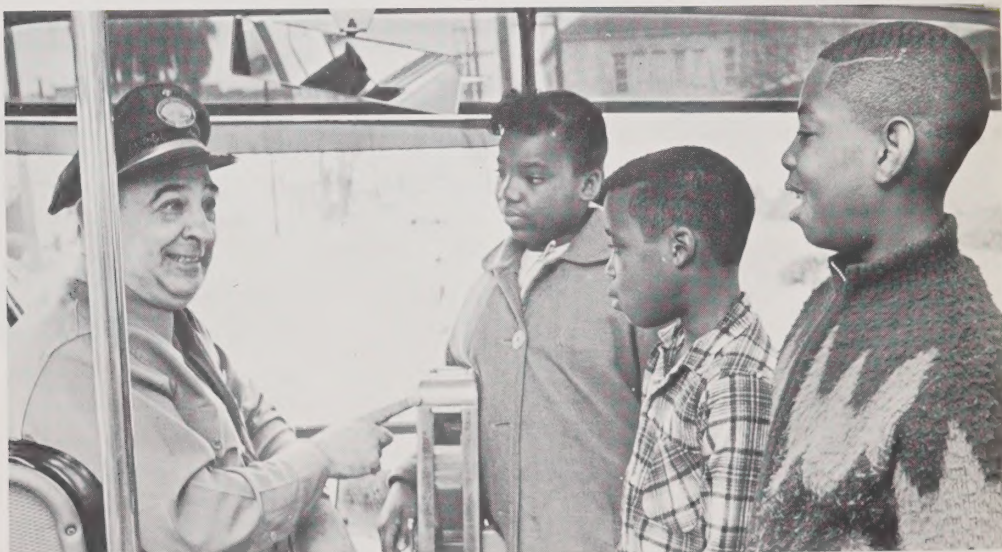
Alan L. Bingham, general manager, told the Authority the District must meet rising costs. He ruled out an increase in taxes in light of the "already overburdened property taxpayer."

The Bridge Authority agreed to study the problem, but set no date for a decision.

Although generally opposed to any legislation diverting funds from highway construction, Gov. Reagan gave his blessing to the Mills bill after he was assured the measure would benefit persons who lack jobs as well as property owners who otherwise might pay more taxes.

A similar bill, introduced last year, passed the Assembly by a 70-6 vote but died in the Senate Transportation Committee. This year the Mills bill was referred to the Senate's Governmental Efficiency Committee.

AC Transit goes to school



CLASSES ON A BUS—Training instructor George Silva gives students at Prescott School in Oakland information on the correct—and safe way—to ride a bus. AC Transit "classes" in bus riding were a feature of a two-day school health and safety fair.

Act of kindness—between races

As an "American black woman," Mrs. William W. Oliver, 2002 Oregon St., Berkeley, found the prompt return of a lost wallet an "act of kindness" between races that should receive public notice. AC Transit, in turn, felt her letter expressed a fine philosophy that deserved sharing. The letter, addressed to R. M. Detloff, superintendent of Seminary Division, follows:

* * *

Dear Sir:

I would like to recommend for driver of the month W. S. Lineback, who drives on AC Transit's Line 43. On Jan. 13, 1968, while changing buses at Shattuck and University Aves. in Berkeley, I lost my wallet containing \$249. Shortly afterwards, I realized I had lost it. After a hysterical minute or two, I called AC Transit Information. I was assured they would do all they could to help me recover my wallet. They contacted the driver by radio. In a few minutes I had received my wallet and went on my way.

This may seem like a normal incident in the life of a bus driver.

However, I feel differently.

I am an American black woman. My husband is a serviceman of 22 years. We were stationed in Europe during the long hot summers of 1963, 64, 65. We were there during the Watts riot, the bombing of the churches in Alabama and also the assassination of President Kennedy. All these tragedies and many others were shown on European television. Many of

the German people seemed to feel that the United States was a country of violence and evil men.

Once a salesman said to me: 'Why are you here Why is your husband risking his life in the army? You have no country. How can Americans condemn the Germans for their treatment of the Jews? In America, the white man bombs the black man's churches and murders his children.'

I was embarrassed terribly. I said to him:

"In America we do have our problems. There are both good and evil men of all races. It is just that the acts of kindness go unmentioned while the acts of violence are telecast all over the world."

I feel that the acts of kindness between the races should also be given publicity. This way people would have a clearer picture of what is really going on in America.

Mrs. E. Oliver, wife of
M/Sgt. William W. Oliver
S.F. Presidio

Sightseeing tour scheduled for summer

Residents and tourists will have a new bus-eyed view of East Bay attractions during the summer months with an expanded sightseeing tour operated by the District.

The tour, which makes use of buses during off-peak hours, will follow a routing through four cities — Oakland, Alameda, Piedmont and Berkeley. It will be offered from May 30 through Labor Day, Sept. 2, and will operate daily.

Decision to expand the promotion into a two-and-a-half hour scenic view of varied points of interest was based on results of last year's experimental tour. Questionnaires, filled out by the 612 riders who took the tour, indicated it was popular and could well be expanded.

The promotion will be operated in cooperation with the Oakland Chamber of Commerce Convention and Visitors Department.

Increase in transbay riding gives District Rosier revenue picture for six months

AC Transit checked up a "rosier than expected" financial picture during the first half of the 1967-68 fiscal year, aided by a continuing increase in riding on transbay lines.

Revenue for the first six months totaled \$7,419,600, an increase of \$101,184 or 1.4 percent over the same period of the 1966-67 fiscal year, according to John F. Larson, treasurer-controller.

Buses carried 7,001,700 transbay passengers during the six months, an increase of 184,200 riders or 2.70 percent over the comparative fiscal period. East Bay riding virtually held its own, with a decrease of 0.53 percent.

Total passenger count was 25,653,450, up 0.33 percent. Expenses increased by \$494,462 or 6.5 percent to a total of \$8,132,612. Wages accounted for \$6,036,795, up \$412,173. A net gain of \$138,532 in total revenue was chalked up, due to increased tax proceeds. Total deficit for the period was \$1,844,058, up \$405,695 over last year.

Contract awarded for Purchase of new buses To meet passenger needs

Peak hour equipment needs will be eased in the next two or three months with the delivery of 15 new buses, ordered by the District to keep pace with increases in commuter traffic and service for special events.

Contract was awarded to General Motors Corp. for 10 of the 51-passenger coaches, 40 feet long and 102 inches wide, and five smaller, 45-passenger buses, 35 feet long and 96 inches wide, at a total cost of \$466,364.

Faced with an equipment shortage, the Board of Directors found the ability of General Motors to deliver the larger buses before May 30 and the smaller buses before April 30 an important factor in the contract award.

Total costs, including base price, alternate seats, sales tax, cost of loading and freight charges, were almost identical between the two bidders, General Motors and Flxible Co. Flxible did not bid on the narrower coach, nor could they promise delivery before Aug. 30, directors found.

The purchase will bring the District's fleet of new buses to 417.

Public information manager named

Dennis J. O'Connor, 29, former Los Angeles public relations executive, moved from the field of finance to transportation this month as public information and advertising manager of the District.

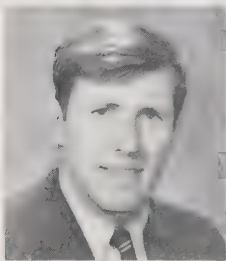
O'Connor, named to the post by Alan L. Bingham, general manager, previously was public relations director for Lincoln Savings and Loan Association of Los Angeles, one of the nation's largest savings firms. He was active in the association's sponsorship of "Great Moments

with Mr. Lincoln," seen by 3,000,000 visitors a year at Disneyland.

O'Connor also helped in the founding of the Abraham Lincoln Historical Center, one of the firm's noted achievements. Along with public relations promotions, he was active in advertising.

Former University of Southern California footballer, O'Connor has a master of business administration degree in marketing from USC. Reared in San Francisco, O'Connor also has an associate of arts degree from City College of S.F.

While in Los Angeles, O'Connor was chairman of the urban development committee of the Los Angeles Junior Chamber of Commerce and was active in civic affairs in the southern California city.



Dennis O'Connor



HAPPY PEN—Bus driver Lewis Gilmore finds time behind the wheel “wonderful” for cartoon ideas. BART construction presents constant “inspiration” for his hobby.

A bus is a bundle of ideas

To other drivers they may be passengers, but to Lewis E. Gilmore, 35, it's riders—and ideas—that walk through the door at every pick-up he makes while driving a District bus.

A talented cartoonist, Gilmore sees his bus as a “big computer. The people feed through the door, wheels start turning, everything rolls, they walk out the door again.



“Everything that can possibly happen seems to happen on a bus. There's a situation on every trip. Whether it's good or bad, I think it's won-

derful. It's made to order for a cartoonist and I get ideas all the time. I can hardly wait to get home to get to the drawing board . . .”

What might be a “gripe” to another operator is a cartoon for Gilmore and he looks upon ALL riders with happy, creative eyes.

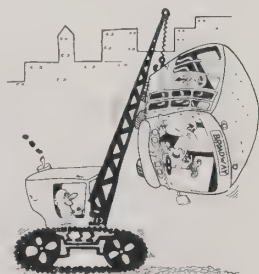
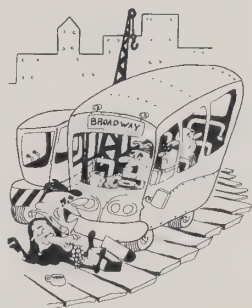
“Like complaints about more time on

transfers. I got to thinking I wish I had a transfer seven feet long to please everybody. So I drew one.”

Gilmore's experiences with BART construction on Broadway have led to a series of cartoons which can be appreciated by anyone involved in crane dodging, hump riding and detours.

An operator with the District for over five years, Gilmore has been fighting the “Broadway battle” at the wheel of buses on Line 59-76.

A “doodler” most of his life, Gilmore moved to the professional field with his cartoons 10 years ago. He has been an animator and altogether successful enough to pay for the swimming pool at his home, 1807 Ardith Dr., Pleasant Hill.



Old-timers take their pensions

Retirement whistles have blown for a group of transit veterans, including probably the only train motorman who ever knocked a handcar into the bay.

Karl F. Zang, 61, of 3051 Rollingwood Dr., San Pablo, added his bit to transportation history in 1939 while taking a train from the Key System pier to San Pablo Station.

"I had the best unit that went out that day and I was really wheeling. I came around a bend—and there on the track was a handcar.

"I pulled the whistle and threw it in the big hole—giving the brakes the full air pressure. I really hit the car and it sailed way out in the bay and sank. Later, a dredge tangled with it and brought it up and everybody wondered where it came from."

Zang, who has been driving out of Richmond Division since it opened, has seniority dating back to 1937.

For Orville E. Reeves, 66, of 624 Juana St., San Leandro, retirement will mean a chance to return to Colorado, prospecting for mineral-speckled rock sought by collectors.



A long-time miner who "powdered tunnels" in Colorado, Arizona and Montana, Reeves survived a broken back, lung operation and heart attack — and feels he's in "better shape than ever" now to enjoy his rock-hunting jaunts.

A veteran at Seminary Division, Reeves expects to "sure miss" the riders on the 64 Line and High Street.

Victor Jacobsen, 65, of 5921 Merriewood Dr., Oakland, is looking forward to some "pretty terrific fishing" and driving the "Dodge bus I've fixed up for camping."

He was among the first seven drivers who "opened up" the San Francisco Bay Bridge in 1937. A Seminary Division pioneer, he spent over 20 years on the 80 lines before ending up his time behind the wheel on the 91 line.

C. A. Cramer, 1090 43rd St., Emeryville, has found his driving years "a wonderful experience. I've enjoyed the whole thing."

Cramer went to work on the streetcars in 1945 and moved over to bus driving in 1947. He plans to do his next traveling this summer, along the Eastern seaboard.

Garfield Martinez, 65, operator at the Emeryville Division, will take his pension effective April 1 and plans to "rest two or three weeks, so I can enjoy loafing."

He went to work as a motorman in 1945 and pulled the last B train from Trestle Glen to the yard when the trains went off in 1958. Martinez has "housework and yard work" ahead at his home, 624 Mangels Ave., San Francisco.

LET'S EAT CAKE—Karl F. Zang, right, gets extra service from Les Minear, assistant superintendent, at surprise retirement party at Richmond Division.

AC/transit PASSENGER REVENUE . . . COMPARISON WITH PREVIOUS YEAR



Riding on East Bay and transbay lines showed a decrease during December, although transbay traffic continued its growth pattern in both passengers and revenue.

Rider revenue totaled \$1,142,681 for the month, a decrease of \$4,398 or 0.38 percent over passenger revenue of \$1,147,079 reached in December a year ago. Revenue on East Bay lines was down 1.79 percent for the month, while fares collected on transbay lines was up 1.64 percent. Commute book sales totaled \$168,267, a decrease of 1.5 percent compared to year-ago sales of \$170,744.

The number of passengers carried during the month reached 4,207,782, down 1.59 percent over the count of 4,275,618 made for December, 1966. East Bay riding showed a decrease of 2.4 percent, while transbay patronage was up .68 percent.

Operation costs during the month totaled \$1,324,077, up \$68,097 or 5.42 percent over costs of \$1,255,980 for the same month a year ago. The District operated 1,929,089 miles of service, a decrease of 7,216 miles or .37 percent compared to the same month in 1966.

Total income of \$1,543,042 was sufficient to cover operational costs, depreciation and bond debt requirements.

Death takes well-known transit worker

Death came unexpectedly this month to Mrs. Rosemary "Mickey" Dorr, senior clerk in the maintenance department and a veteran of 19 years of service, most of it at Richmond Division.

Mrs. Dorr, of 299 Mather St., Oakland, was well remembered for her witty contributions to Key System publications and to "Wheels," newspaper of Division 192 of the Carmen's Union.



At an adjourned regular meeting Jan. 24, the Board of Directors:

- Awarded contract to General Motors Corp. for furnishing 10 large, 51-passenger coaches and five smaller 45-passenger coaches, on motion of Director Rinehart. (See story, Pg. 4)
- Recommended extension of service on Line 87-Maxwell Park, on motion of Director Coburn. (See story, Pg. 8)
- Approved operation of summer sight-seeing tour, on motion of Director Coburn. (See story, Pg. 3)
- Authorized application to U.S. Department of Housing and Urban Development for grant to help finance study into ways to reduce assaults and robberies on buses, on motion of Director Coburn. (See story, Pg. 1)

At a regular meeting Feb. 14, the Board of Directors:

- Approved allocation of \$1,289 as District share of expenses to complete final report of Northern California Transit Demonstration Project, on motion of Director Bettencourt.

New service improvements scheduled

Service will be extended March 4 on Maxwell Park Line 87 from Ruth and 55th Aves to MacArthur Blvd., providing direct transbay, East Bay intercity express and crosstown connections. At the same time, week-day frequency will be increased on MacArthur Blvd. Line 57-57C, with buses operating every 15 min-

utes during midday hours instead of every 20 minutes.

With the Maxwell Park extension, riders will be able to transfer to transbay Line N, express Line 34 and crosstown Line 57. By routing the extension along 55th Ave., the District will be providing the first bus transit for that area.

transit-times

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• Reappointed Director Bettencourt as member and Director Copeland as alternate member of Bay Area Transportation Study Commission, on motion of Director Warren.

• Authorized Assistant General Superintendent of Maintenance to receive Fleet Owner Maintenance Efficiency Award and inspect bus cleaning equipment, on motion of Director Coburn.

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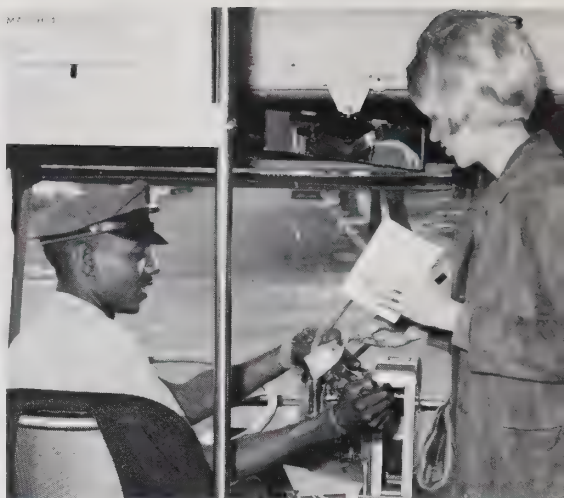
Vol. 10 No. 1



March, 1968



Forerunner of new transit concept?



SURVEY—Operators Cliff Weiss, left, and James Davis, above, hand out cards during riding check in East Oakland and Alameda.

Study made on riding habits

A significant number of Alameda residents have been lured from their automobiles to ride the new Line35-Alameda-Oakland commuter express, a riding survey indicated this month.

A check of cards filled out by 110 passengers disclosed 15 percent previously used an auto to make the same trip. Taking part in the survey were riders on the four morning Oakland-bound trips.

A similar survey, conducted the same day on Line 56-C in East Oakland, showed the service was being used predominantly by school students, who walked to coach stops. The line, which has shown slow growth, was inaugurated on an experimental basis Dec. 4 at request of Tassafaronga Village residents and other neighborhood groups.

Comments indicated the service was appreciated by the students. One wrote: "The bus had made a great improvement to my aching feet."

Another said: "It's raggedy, but it beats walking."

The bus, which provides shuttle service from 90th Ave. and East 14th St. via 85th Ave. to the Hegenberger Rd. area, also is used by some workers, the survey confirmed.

The Alameda survey disclosed commuters from the island city are expressive, as well as cooperative. A majority of the riders wrote laudatory comments, ranging from "Line 35, you're wonderful!" to "It's the only way to go."

Most of the passengers use the express to reach jobs in Oakland, but a large number—41 percent—indicated they had to use other bus service to travel home, apparently because of a conflict in schedules.

The Alameda express loops through the Fernside Blvd. and High St. area in the East end before taking to the Park St. Bridge and Nimitz freeway for a non-stop ride to downtown Oakland.

Results of the surveys are being studied in line with proposed improvements and changes.

Additional double buses considered

Two years of successful experimentation with the Freeway Train, a duo-bus that carries more passengers at a lower cost than any other transit vehicle today, has led the District to pursue the acquisition of additional articulated coaches.

If double buses, now being manufactured in Europe, can be adapted successfully to meet local transit needs and State operating requirements, it would give AC Transit the only modern fleet of urban articulated buses in the nation.

AC Transit has a new "face" this month—and hopefully, a fresher and brighter look. With this change comes a reminder that anyone interested in District operations can be added to the Transit Times mailing list by a telephone call to Public Information, 654-7878. And comments are welcome. Changes of address are important, if you wish to continue to receive your copy.

Experience with the 60-foot Freeway Train has demonstrated a double bus can carry more riders in greater comfort and at less cost per passenger than regular buses, according to Alan L. Bingham, general manager.

He foresaw that duo-buses would be useful, for example, on the MacArthur Blvd. corridor, where transbay buses now have a frequency of one-and-a-half minutes in peak hours.

European Interest

Four German firms and one Italian manufacturer have shown keen interest in adapting their designs to District specifications and further contact is now under way between the firms and H. D. Beebe, manager of purchases and stores.

One firm, the builder of the Freeway Train, has proposed American-made engines, transmissions, seats and other mechanical features be used, with the German manufacturers supplying the shell of the twin unit. Beebe reported.

American firms do not manufacture an articulated bus, although they are widely in use in Europe.

The District has indicated its interest in a low-level twin bus with a rear exit and an aisle wide enough for easy passing.

The Freeway Train, built originally for transcontinental travel, was purchased used by the District and adapted for experimental freeway use on transbay lines.

It carries 77 passengers and since going into service in March, 1966, has chalked up 142,000 miles in regular service.

Operation Costs

Maintenance costs have averaged 7.5 cents per mile compared to the current system-wide cost of 4.63 cents per mile. The higher costs are due primarily to experimentation, Bingham said.

The District now is considering the installation of carpeting for acoustical reasons, to diminish noise from the engine, located beneath the seating area in the front. The carpeting also would have the effect of adding another luxurious touch to a transit vehicle already highly acclaimed for its luxury features.

The duo-bus features padded bucket seats, a rear observation lounge fitted with folding tables to accommodate four-somes at cards, taped music, newspaper racks and package and coat racks.

The Freeway Train's rate of fuel consumption is identical to the system average of 5.1 miles per gallon, while oil consumption is considerably more favorable than regular buses.

Commute service increased

Eight buses were added to transbay lines in March to meet the increase in commuters. Additional coaches were scheduled for Lines O, R-D, R-H, S, K-local, L-local; L-1 express and N-local.



NEW EXECUTIVES—
Assuming new posts this month were, from left: H. D. White, assistant general manager for operations; H. M. Davis, assistant general manager for personnel; G. M. Taylor, assistant general manager for administration.

Executives named to new posts

Three of AC Transit's veteran executives assumed new posts this month as assistant general managers.

In making the appointments, Alan L. Bingham, general manager, said the changes were made to better define areas of authority and responsibility and to streamline the District's administrative set-up.

Appointed assistant general manager for operations was H. D. White, who took over responsibility for coordination and administration of transportation, schedule and maintenance departments.

H. M. Davis, as assistant general manager for personnel, has responsibilities which include the personnel department, safety and training, employment and labor negotiations. He also directs maintenance of building and grounds.

As assistant general manager for administration, G. M. Taylor will plan, coordinate and direct administrative projects and functions. He will also continue as secretary of the District.

White, 41, joined AC Transit as trans-

portation analyst in 1959 and was named operations assistant to the general manager in 1962. Previously, he was associated with Continental Trailways and Gibson Lines and was superintendent of operations for Barrett Transportation Company in San Francisco.

He entered the transportation industry in 1943 as a bus driver for Burlington Trailways.

Formerly on the executive staff of Key System Transit Lines, Davis, 55, became personnel manager when the transit district went into operation in 1960. He was named executive assistant to the general manager in 1962.

Taylor, 57, was the first employee of the District, serving first as recording secretary and later, as administration officer. He has been District secretary and administrative assistant to the general manager.

Before joining the District in 1957, Taylor was associated with civic activities and problems of cities and their growth.

Our 'Stockholders' Write



Mrs. Laura Lee Rikli . . . tells me that she is soon to be "bumped" off of the F line to Berkeley . . . believe me we all feel pretty sad about this . . . as we have gotten to like her very much and she is also an excellent driver . . . we wish you would reconsider and let her stay on the F Line with us, please.

Mrs. Halley C. Conklin
St. Joseph College of Nursing
San Francisco

* * *

...I had thought of writing to commend driver Roy Williams . . . I became motivated to action only when I learned he was being "bumped" from this route (Line 51)! . . . I am going to miss him . . . and I'm not the only one who will miss him . . . He knows his "regulars" and watches for them . . . My stomach appreciates him too—unlike many drivers, he doesn't drive the bus as if it were a tank climbing the Rockies—my breakfast and I get to our destination intact—and on time! . . . We want Mr. Williams back.

Mrs. Charles C. Wood
Alameda

(We appreciate such commendations and thoughtfulness, but under union requirements, drivers select their own runs on basis of seniority and AC Transit has no jurisdiction over line assignments. —Ed.)

* * *

. . . I have been commuting from Oakland to San Francisco and this is the first time I have ridden the AC buses

regularly. The efficiency of the service has been a constant source of delight, and it occurred to me that you might like to hear from one of your passengers who does not have a complaint. The scheduling of express buses during peak hours, the efficiency and courtesy displayed by your drivers, the availability of information are all evidence that you are running a first-class operation. . .

Mrs. Lillian Nurmela
Oakland

* * *

. . . I wish to commend the bus driver, 0064 (*Jack Hegarty*), on the A bus coming from Oakland. A child ran into the street and his reaction was swift and efficient in stopping the bus . . .

Mrs. John H. Dietrich
San Francisco

* * *

The additional route R-F trip got off to a bad start by using the ancient bus #2003 . . . The bus leaves much to be desired in comfort, especially since the heating system was not operating properly . . .

Rodney L. Siemiller
Fremont

(We have been engaged since 1960 in upgrading the bus fleet and now have 402 new coaches in operation, enough to cover all but peak-hour needs. Fifteen more buses are on order. Older units will be retired as new coaches are procured. —Ed.)

Residents introduced To service extension By women operators

DOOR-TO-DOOR — AC Transit bus driver Priscilla Grap gives information on extension of Maxwell Park Line 87 to Mrs. Jerry Nunn, 5418 Brookdale Ave., while Jerry, Jr., 4½, considers possibility of route map.

Two women operators have paid a “neighborly call” on residents in East Oakland to invite them to make use of service improvements inaugurated this month on Maxwell Park Line 87.

The drivers, Mrs. Priscilla Grap and Mrs. Neysa Harford, switched from driving to doorbell ringing to personally distribute information on the bus line extension.

Working three days, they called on over 1500 homes, explaining the line’s extension via 55th Ave. to MacArthur Blvd. to provide direct connections with transbay, intercity express and crosstown buses.

Residents received a printed letter, with the heading: “AC Transit introduces new bus service for residents of



this neighborhood.”

The letter included a simple map and details of how riders could transfer on MacArthur to transbay Line N to San Francisco, intercity express Line 34 to downtown Oakland, East Oakland and San Leandro, and crosstown Line 57-57C.

The operators also handed out schedules for the service, along with route maps. They found the work “hard on the legs, with too many steps,” but enjoyable and rewarding in reaction from pleased residents, who were unanimous in their praise for the personal call and the service improvement.

Residents who were not at home received the same information in a pink “doorknob hanger.”

Award for maintenance excellence Presented for sixth consecutive year

AC Transit will collect its sixth award for excellence in equipment maintenance next month, again receiving one of the coveted honors in the industry, the Fleet Owner Maintenance Efficiency Award.

The award, made by Fleet Owner, national trade magazine, is a tribute to efforts to improve maintenance procedures and to develop new ideas for bet-

ter performance.

Judging is based on achievements in low maintenance costs, high percentage of miles per road call, efficiency in shop procedures and practices; fuel and oil consumption and trouble-free mileage.

Accepting the award in Chicago April 3 will be A. R. Lucchesi, assistant general maintenance superintendent.

Radio diverts buses during crisis

Invaluable efficiency of the two-way radio system to AC Transit and its riders was proven again when an airplane hit the Bay Bridge on a February Sunday, closing the span for three hours.

The radio, coordinated with on-the-spot activities of supervisors, kept buses on the move and enabled passengers to reach San Francisco via a "two-bridge tour."

In all, buses on 10 transbay lines were diverted to the terminal at Yerba Buena and San Pablo Aves., where extra coaches picked up passengers and took them to San Francisco by way of the Richmond-San Rafael and Golden Gate bridges.

The trip took an hour and 15 minutes, but over 300 riders were kept "on the move," disembarking at the Transbay Transit Terminal.

The radio also was used to turn around coaches temporarily caught in the traffic at the toll plaza and divert them to the Yerba Buena transfer point. Two other buses were trapped in traffic between the toll plaza and the accident, but drivers were informed of the situation and could tell passengers the reason for the delay.

Four extra supervisors and Dale Good-

man, transportation superintendent at Emeryville Division, were called in to join two supervisors on duty and with the radio as a communication "key," kept the buses rolling and prevented what would have otherwise been a shut-down of transbay operations.

New records add to District experience

The District could add three new records to its operating experience this month.

Transbay revenue set a new high on March 4 of \$22,648.45, boosted by race-track fans making use of special service to Golden Gate Fields in Albany. The last high of \$22,307 was collected on Nov. 3.

East Bay intercity express lines tallied a fare box record on Feb. 23, with \$3,409.20, surpassing the former record of \$3,353.01 collected on Dec. 4.

Alameda-Oakland Express Line 35 continued to show healthy growth, with a riding high of 227 passengers on March 5. The peak-hour commuter express has had a riding increase of 97 percent during three months of operation.



PREVIEW BY EXPERTS—Members of the Oakland Chamber of Commerce Community Betterment and Cultural Advancement Committee consider scenic attractions for AC Transit's summer sightseeing tour. From left: Frank Crosby, executive vice president, Oakland Real Estate Board; Mrs. Harold Jewett, Jr., president, Oakland Junior League; Roger Jacoby, committee chairman; Alan L. Bingham, general manager, AC Transit, and Mrs. Frances Albrier, president, Negro Historical and Cultural Society. The District's tour will operate May 30 through Sept. 2.

Retirement posted for old-timers

Leisure time holds no problems for four District veterans, who have been added to retirement lists.

Lucien W. Bulette, 62, who raises Cornish Bantam chickens at his home, 769 Elgin St., San Lorenzo, has a busy schedule ahead, showing the best of his breed at different fairs.

He already has a collection of blue ribbons and trophies and plans to add to them by concentrating on more line breeding.

Bulette, who retired Feb. 1, became a bus driver in April, 1944 and has "met a lot of nice people." He spent most of his driving years on Line 57.

Tony N. Costa, 65, fellow driver at Seminary Division, started his career as an electrician in the Emeryville shop, working on general maintenance. He switched to driving in 1958 and was working the transbay R Line and Ex-

press Line 32 at time of Feb. 1 retirement. He plans to travel and to do some fishing and hunting.

For *M. J. Merkel*, 66, 3058 Fruitvale Ave. retirement effective April 1 means more time to concentrate on his hobby, "buying and selling stocks."

A utility service employee at Emeryville Division, working the 6 p.m. to 2 a.m. shift, Merkel has parked thousands of buses and would like "a cent for every gallon of diesel I've pumped."

Rudolph V. Gilbertson, due to retire May 1 after his 64th birthday, has had plans interrupted by a back injury suffered on a road call. He lives at 1721 Emeric St., San Pablo, and expects to "visit around a bit. I haven't had a chance to see too much." A mechanic at Richmond Division, Gilbertson started work in 1948 as a cleaner. As a hobby, he "assembles" artificial plants.

These teen-agers are the "greatest"

Another AC Transit driver has found high school youngsters are the "greatest"—and passengers to "really miss" when switching from one line to another.

Carl E. Swanson, 979 91st Ave., Oakland, driver at Seminary Division, took advantage of his seniority to drop a school bus run from St. Joseph's Notre Dame High School in Alameda before he knew how much it meant to his teen-aged riders.

His departure didn't go unnoticed.

Some of the youngsters brought a cake inscribed: "Sorry to see you go." Others presented him with cards. A poster of one of the "Seven Dwarfs" said simply: "Bye Bye."

It was a sentimental experience for Swanson, who simultaneously celebrated his 12th anniversary as a bus driver.

"Those kids are wonderful. I sure hate to leave them."





FIRST SAN PABLO STATION—A rare photo from the collection of the late C. M. Smitt, Key System trainmaster, shows the “new” shingled San Pablo station, built in 1904 for the equally new Piedmont train, second of the Key Route’s lines. Light gravel in foreground marks road bed of California and Nevada Railroad, one of the ancestors of today’s AC Transit bus network.

Death comes to former transit workers

Ralph E. Hawes, 67, veteran central dispatcher who “hung up” over 41 years of service before retiring on Aug. 1, 1965, died on Feb. 20 at Yucaipa, Calif.

Mr. Hawes began work as a street car operator in 1923 and became a bus driver a year later. He worked as an inspector and supervisor before inaugurating Central Dispatch on April 25, 1943. He worked the first shift—a shift he retained until he was pensioned. He left the District to let his “itchy feet” take him on trailering trips around the country.

Leslie W. Mathews, 76, of 722 Lassen St., Richmond, died Feb. 4. He entered service in 1916, working at Northern Division as a conductor. He became a bus driver in 1935, taking leave to serve as financial secretary and treasurer of the Carmen’s Union from Nov. 1944, until he was pensioned July 1, 1951.

William L. Hill, 86, of 935 Arlington Ave., Oakland, pensioned Aug. 16, 1950, from the Emeryville shops as a Class A truckman, died Jan. 14. He had entered service Jan. 18, 1919.

Bus passengers ride safer than ever

Passengers who rode AC Transit buses last year not only rode safer than ever—but safer than the average traveler in the United States.

While traffic accidents nationally continued to climb, the District reversed the trend with a decrease for 1967, according to G. G. Wadsworth, safety engineer.

Traffic accident frequency was reduced 5.0 percent, while passenger accident frequency dropped 1.1 percent. Miles of accident-free

operation gained 5.7 percent.

Traffic accident frequency is based on number of accidents per 100,000 miles, while passenger accident frequency is determined on occurrences per million passengers carried.

The District operated 24,168,810 miles in 1967, an increase of 1.4 percent over the year before. The safety record was based on 59,573,439 passengers, including fares, transfers and those riding on passes.



Ray M. Trackwell and book of memory

The street-car men, who once piloted clanking cars over neighborly streets, have rung many a bell in memory, but hardly with more detail than that chronicled by Ray M. Trackwell, 77, of 15059 Edgemoor St., San Leandro.

A motorman from 1912 until 1933 and a bus driver from 1933 until he retired in 1959, Trackwell has kept a "little black book" on "notes and anecdotes of a half-century of street-carring."

The diary lists the men he worked with: street-car men; bus drivers, superintendents; inspectors; supervisors; repairmen and office force.

From his few lines, the men of remembrance become very human.

".....," for instance, "was too fond of the bottle and lost his job from running a red light while under the influence.

"Shotgun has a short temper. His most unusual accident happened near Hayward when his car skidded into a big road roller. To avoid the crash, he jumped to the ground, but got a broken leg anyway.

"..... was considered a fast man. In fact, he spun two-car trains around curves too fast for comfort. Further examination proved he was insane and had to be sent up."

Trackwell's record indicates many of the men worked briefly and went on to

other jobs. Many died young and some died tragically.

"Life didn't look good to Motorman after a triangle affair, so he shot himself.

"..... got a bride from the east through a marriage bureau. She shot him to death one night."

Trackwell found many interesting sidelights.

"..... worked Leona Line several years. He had an unusual hobby for a man. Tatting and doing it well."

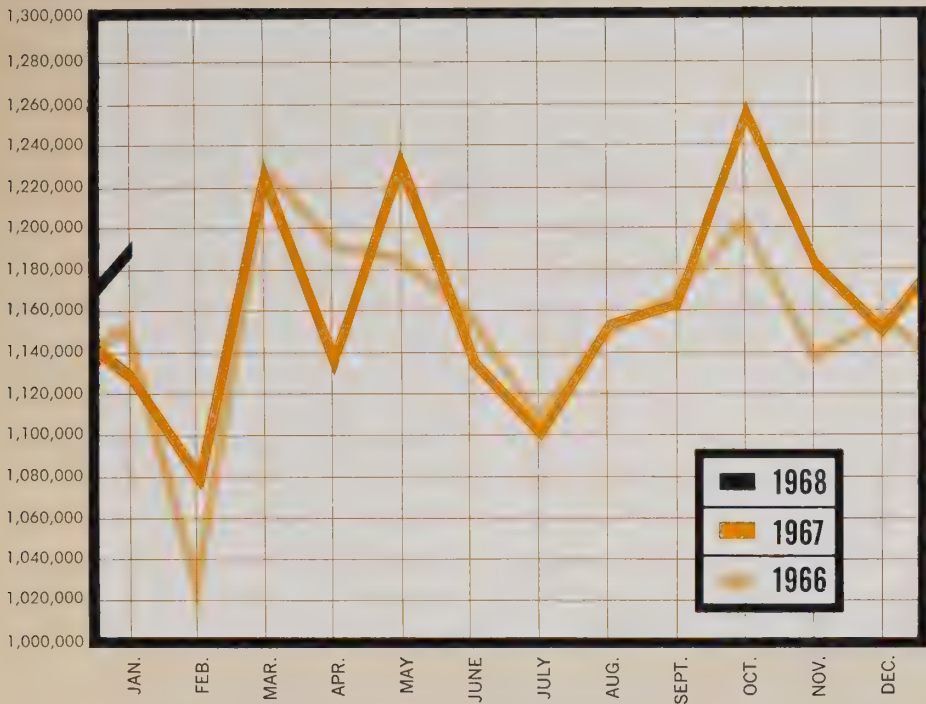
One man raised canaries on the side; another raised pigeons. A third supplied squabs for a hotel. Another raised berries. A conductor left his job to become a lighthouse keeper on the Farallones and "even persuaded his bride to share his loneliness."

Excitement appears frequently.

"....., I remember how alarmed he was when a young extra motorman backed up too fast with him riding on the fender holding the rope. Didn't stop until 's rump broke the window of the car behind. Close call."

Trackwell, remembers many of his fellow workers with fondness and admiration. One of them was "Bunco Joe" McNamara, familiar to all old-timers. His recollections of "Bunco Joe" will be carried in a subsequent issue of *Transit Times*.

AC/transit PASSENGER REVENUE . . . COMPARISON WITH PREVIOUS YEAR



Operating experience on upswing

Riding and revenue on East Bay and transbay lines moved solidly into the black during January, indicating an upward swing in growth pattern.

Rider revenue for the month totaled \$1,184,159, an increase of \$58,068 or 5.16 percent over year ago passenger revenue of \$1,126,091. Revenue on East Bay lines was up 4.30 percent, while transbay patronage continues to show gains with an increase of 6.33 percent. Commute book sales totaled \$207,615, an increase of 7.0 percent over year-ago sales of \$193,991.

The number of passengers carried during the month reached 4,480,643, up 4.59 percent compared to the January, 1967, passenger tally of 4,283,931. East Bay riding was up 4.24 percent and transbay riding showed an increase of 5.56 percent.

Operation costs during the month totaled \$1,400,831, an increase of \$104,137 or 8.03 percent over costs of \$1,296,694 for the same month a year ago. The District operated 2,047,988 miles of service, an increase of 84,225 miles or 4.29 percent compared to the same month in 1967.

Total income of \$1,590,717 was sufficient to cover operational costs, depreciation and bond debt requirements.

The transit industry nationally indicated a riding decrease for January of 1.06 percent.



At an adjourned regular meeting Feb. 28, the Board of Directors:

- Approved establishment of positions of assistant general manager; changed title from director to manager of research and planning; allocated former salaries to new positions without change, on motion of Director Coburn. (See story, Pg. 4)

- Established supervision and management of Claims Department as responsibility of General Manager, on motion of Director Berk.

- Referred letters from Association of Independent Districts and retention of District membership in association to Public Relations Committee, on motion of Director Copeland.

- Adopted resolution approving job descriptions, on motion of Director Warren.

Transit Times

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GEORGE M. TAYLOR	Secretary
DENNIS J. O'CONNOR	Public Information Mgr.

At a regular meeting March 13, the Board of Directors:

- Adopted resolution cancelling membership in Association of Independent District, on motion of Director Copeland.

Workers welcomed to District ranks

New District workers are:

Emeryville Division

Bus Operators: W. P. Damato, Richmond; J. D. Brodnax and C. R. Sorenson, Oakland; J. T. Lennear, Berkeley.

Maintenance: Ronald E. Kramlich, San Pablo; Wilson Wiley, Alameda, service employees.

Richmond Division

Bus Operators: Sterling Stewart, Berkeley; G. T. Thomas, Richmond; Gerhard Klamp, San Leandro.

Seminary Division

Bus Operators: H. D. Hartley, Alameda; L. H. Abrahamson, San Leandro; H. R. Shore, Castro Valley; M. J. Furlong, Walnut Creek.

Richmond wins treat

Drivers at Richmond Division tallied 16,502 miles per accident in February to beat the safety goal of 12,900 miles—and win a treat of coffee and doughnuts. It was the first “win” since September.

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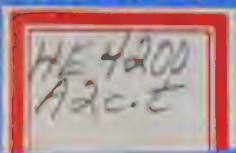
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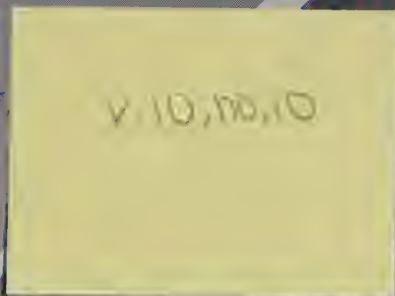
Transit-Times



East Bay Transit District

Vol. 10 No. 17

April, 1968



Project 68

Study of East Bay bus-rail needs launched



At an adjourned regular meeting April 4, the Board of Directors:

- Authorized advertising for bids to supply uniform trousers, on motion of Director Coburn. (See Story, Pg. 6).

- Authorized termination of special service to Coliseum complex should buses be prevented from using direct route into grounds and be required to use loop road, on motion of Director Rinehart.

- Recommended extension of Line 51M to Berkeley fishing pier and re-routing of Line 12 to new West Grand Overpass, on motion of Director Bettencourt. (See story, Pg. 5).

- Adopted as policy view that functions of District are not responsibility of a regional government and District should remain a separate, independent, autonomous public agency, directly responsible to voters, on motion of Director Rinehart. (See story, Pg. 2).

- Approved legislative committee recommendations, including letter of commendation to Sen. Nicholas C. Petris for measure to support transit.

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JOHN F. LARSON	Treasurer-Controller
GEORGE M. TAYLOR	Secretary
DENNIS J. O'CONNOR	Public Information Mgr.

At a regular meeting April 10, the Board of Directors:

- Authorized directors and four staff members to participate in western regional conference of American Transit Assn., on motion of Director Rinehart.

- Authorized selling 12 obsolete District cars to highest bidder, on motion of Director Coburn.

Transit advertising shows top gain

Advertising on AC Transit buses increased 20.3 percent in 1967, compared to 1966, putting it ahead of the experience tallied nationally.

Transit advertising usage nation-wide registered a 13 percent rise last year, growing more than twice as fast as any other major advertising medium. Among other media, only network television and outdoor advertising registered gains. Both advanced six percent. Other media logged decreases, the Transit Advertising

Measurement Bureau reported.

Transit advertising is carried by more than 70,000 vehicles, including buses, throughout North America.

Riding in winner's circle

Transbay revenue records were topped twice in a row, pushed to new highs by fans making use of special service to Golden Gate Fields in Albany. The last high of \$23,008.57 was reached on Monday, March 18, surpassing a record of \$22,648.45 set March 4.

Bus network analysis underway

A massive overhaul of AC Transit's entire system was launched this month as management moved into the initial work stages of reshaping its extensive network of bus service.

The program, which has the designation of "Project 68," will lay the groundwork for meeting present and future transit needs, including coordination with future operations of the Bay Area Rapid Transit District.

An aim of the project will be to determine how individual East Bay neighborhoods can best be served by public transit.

Extensive survey

Among initial projects will be a look at all AC Transit routes and services. The study is expected to be the most extensive survey in the history of East Bay transportation — and one of the most complex.

"Project 68" includes six different tasks, beginning with the analysis of routes and services. The total project is to be completed by Nov. 1, Alan L. Bingham, general manager, told the Board of Directors at a special meeting.

"What we're doing is pulling the system to pieces and putting it back together again. We will be analyzing what improvements we need to make today—and what we need to do when BART goes into service.

"We will be studying modifications in routing—what lines we should continue to operate and what we should phase out.

"Our objective is to coordinate our service with train service to avoid unnecessary delay. We are planning an efficient, direct, streamlined operation—geared to local, individual neighborhood needs.

"We expect to do a top job of carrying people to rapid transit stations—and an



equally top job of providing service for residents who can best be served, transbay and locally, exclusively by AC Transit's network of buses."

Project tasks include:

- Determination of vehicle, plant and manpower requirements.
- An "acceptable" fare structure for present and future operations, including inter-system rides; revenue estimates and possible arrangements for sharing joint fare discounts.
- An estimate of future operating financial results.
- Development of a convenient and efficient fare collection system.
- A plan for future joint administration of basic informational service.

BART Cooperation

Under the project program, the District will cooperate with BART in analyzing feeder service needs in areas outside of AC Transit boundaries, Bingham said.

He also reported that in determining future equipment needs, the District is giving careful consideration to what bus manufacturers "have on the drawing boards"—of vital concern in estimating useful life of present equipment.

In the program, the District will utilize information developed by a recent engineering report of the Northern California Transit Demonstration Project, and also a 1965 system-wide origin and destination study.

District role of autonomy upheld

As operators of neighborhood bus service designed to meet specific - and sometimes unique - transit needs in the two-county area it serves, AC Transit believes its present functions are not the responsibility of a regional government.

The District made this policy clear this month in appearing, with other agencies, before the legislature's Joint Committee on Bay Area Regional Organization in San Francisco.

Alan L. Bingham, general manager, said the District's Board of Directors took the view AC Transit should remain a separate, independent and autonomous public agency, directly responsible only to the voters within its boundaries and to the transit needs of the people it serves.

District Promise

He said the District was created by voters on a promise to do one job - serve its residents better, "with faster, more frequent and greatly expanded service; with newly designed and styled equipment; with friendliness, comfort, convenience and at reasonable fares.

"Eight and one-half years have passed since the voters approved the bond issue which made it possible for AC Transit to become an operating entity, and insofar as our Board of Directors and management are concerned, the theme has not changed," Bingham told the legislators.

Although AC Transit believes it is more subregional than regional in its characteristics, it realizes operations would be affected by and have an effect upon any governmental organization having regional transportation among its field of responsibility.

"The Board of Directors therefore believes any legislation creating a regional government should contain appropriate provisions for financial and operational inter-relationship between

AC Transit and the regional agency," Bingham said.

He pointed out AC Transit, Bay Area Rapid Transit and San Francisco Municipal Railway are now working on ultimate arrangements for coordination,

The general manager said it was incumbent upon AC Transit to provide the best service dictated by local circumstances and the District must turn to the citizens of its area for guidelines to the future.

"It is for this reason the board favors a directly elected governing body as being the most responsive to needs."

Bingham said directors also felt any regional organization established in the Bay Area should be a limited government, having sufficient authority to develop and carry out solutions to regional government.

To be effective, it should be financed adequately to perform each function assigned to it, directors believe.

Student bus service To Hayward studied

Studies were underway this month between California State College at Hayward and the District to determine if changes in bus service would make the college more accessible to minority race students in the Berkeley and Oakland areas.

The college is completing a survey to determine home locations of present students and methods of travel to classes. The District, in turn, is evaluating its bus service from Berkeley and Oakland to the college to see if elapsed travel and transfer time offers acceptable commute schedules.

The District also is checking into possibilities of special service from the two East Bay cities to the college.

Funding of such a service is being studied by the college.



New projects ahead For operators with Long District record

AMONG THE FIRST — Mrs. Laura Lee Rikli ends driving career after 25 years on bridge runs.

Mrs. Laura Lee Rikli, one of AC Transit's first women drivers, has made her last transbay run, shifting from 25 years behind the wheel to quieter projects like "cleaning house."

One of the most frequently commended of the District's drivers, Mrs. Rikli turned in her brass after making her last run on Alameda's Line O. Her retirement is effective May. 1.

After visiting two sisters, Mrs. Rikli plans to "take apart" her home at 347 Moraga Ave., Piedmont, and clean it "from top to bottom."

Mrs. Rikli applied for a job with Key System in 1942 with the idea of "driving a street car, but I was told I was going to be a bus driver, instead."

"I had a rugged time breaking in. I

was so scared on my test I couldn't turn the wheel. But I finally beat it and got so I really liked driving the bus," Mrs. Rikli recalled.

She had a top safety record, with a row of gold pins proclaiming 16 years without a chargeable accident. Her retirement leaves the District with 39 women drivers.

Albert E. Corn, 56, of 734 23rd St., retiring effective June 1, will return to his home town of Morris, Okla., to "raise pigs." My brother has so many he can't count them, and he's doing all right."

Corn left farming to go to work as a mechanic for the Key System in 1941. He switched to bus driving in 1958, working out of Emeryville Division.

Rerouting to provide direct service

Visitors will be able to ride to the entrance to the Berkeley fishing pier, starting Sunday, June 2, with extension of Line 51-M to serve the facility. Buses will continue another four tenths of a mile to loop past the pier and the Marina Administration Building.

With opening of the new West Grand Overpass April 16, Line 12 Grand Ave.

W. 14th St. was rerouted to provide more direct service to the Oakland Army Base and U.S. Naval Supply Center.

Under the new routing, Line 12 operates from 14th St. over Peralta St. and West Grand Ave. to the overpass. Service was eliminated on 14th St. west of Peralta, and on Wood St., between 17th St. and Grand Ave.

Division news



A contract for supplying new uniform trousers for approximately 1,000 bus drivers was put out to bid this month after the District was unable to negotiate acceptable terms with present suppliers. Under terms of the labor contract ratified last year, the District is to replace one pair of trousers on a replacement basis for operators with two or more years of service, effective June 1.

* * *

Joseph A. Peters, 82, of 311 Lester Ave., Oakland, member of a well-known transit family, died on March 5.

He went to work for the Key Route in 1904 as inspector of electrical equipment and spent 26 years at the pier terminal before leaving to take another job in 1930. He counted among his most memorable experiences his role in picking up the first package of airmail from an Oakland and Antioch train and handing it to a ferry boat employee for delivery to the post office in San Francisco. The plane carrying the mail had been forced by fog to land at Concord, putting a train-ferry ending to the cross-country flight.

Mr. Peters was the son of the late Frank A. Peters, Key Route flagman and the brother of the late Frank A. Peters Jr., who as a hostler, consolidated trains at the 32nd and Louise Sts. station. His survivors include Vernon A. Sappers, railway historian.

Leroy Williams, 45, of 1075-B 24th St., Oakland, operator at Emeryville Division, died unexpectedly March 27 in an Oakland hospital. A driver for the past 15 years, Mr. Williams succumbed after returning from Texas, where he had been injured in a car accident.

Frederick C. Osborne, 78, of 861 54th St., Oakland, pensioned June 1, 1958, from Division 1 as a towerman, died March 25. He entered service as a motorman in 1925.

Arthur J. Hogan, 69, of 1609 Curtis St., Berkeley, who started as a conductor on the trains in 1941 and moved over to buses in 1958, died March 26. Mr. Hogan, who retired Nov. 1, 1965, from Emeryville Division, spent most of his driving years on Line 88.

* * *

New District workers are:

General Office

Accounting: *Joseph P. Priolo*, South San Francisco, accounting supervisor; *Sandra Lee Gavello*, Oakland, and *Naomi Jean Romero*, Oakland, junior typist clerks.

Emeryville Division

Information/PBX: *Vonna L. Moore*, Oakland, information clerk.

Purchases and stores: *Rebecca L. Obregon*, Oakland, typist clerk.

Maintenance: *Claude D. Parker*, Hayward, mechanic A-carpenter.

Bus Operators: *D. R. Reynolds*, San Pablo; *C. M. Williams*, Berkeley; *E. E. Blasier*, Alameda.

Richmond Division

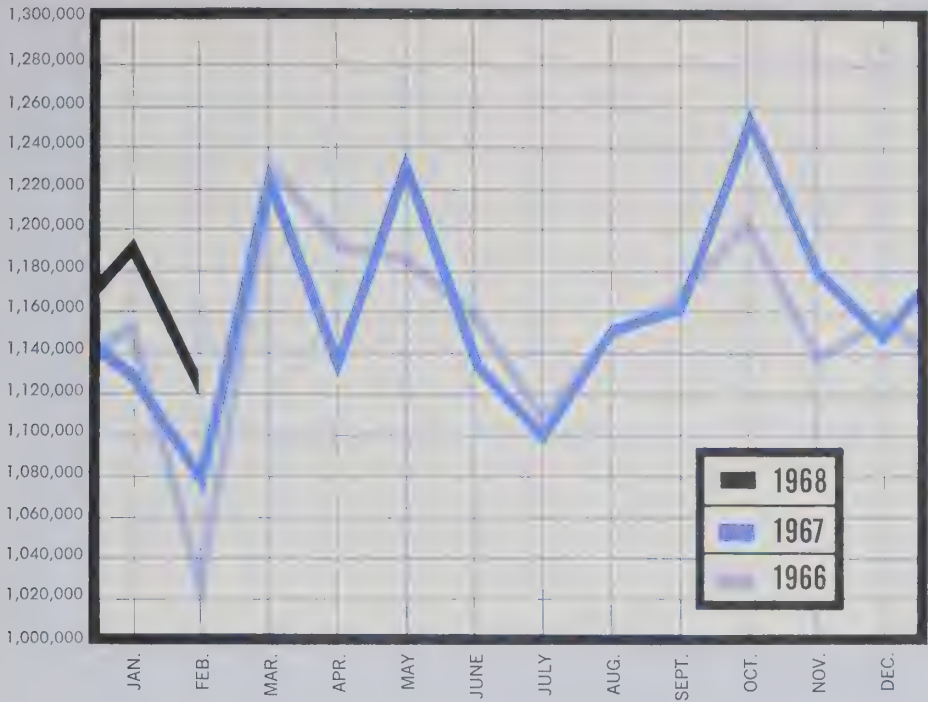
Bus Operators: *J. W. Murchison*, San Francisco; *J. A. Sellers*, Pacheco; *J. D. Ghan*, Concord.

Seminary Division

Maintenance: *William M. McCombe*, San Pablo, service employee.

Bus Operators: *W. H. Waldenmaier*, Hayward; *Eddie Levy, Jr.*, and *C. M. Lozada*, Oakland; *W. A. Demerson*, San Francisco.

AC/transit PASSENGER REVENUE . . . COMPARISON WITH PREVIOUS YEAR



Riding continues to show increase

Fare box revenue and the number of riders carried continued to show healthy growth during February on both East Bay and transbay lines.

Passenger revenue for the month totaled \$1,118,939, an increase of \$41,507 or 3.85 percent over rider revenue of \$1,077,432 collected in the same month a year ago. Revenue on East Bay lines showed a gain of 2.75 percent, while revenue on transbay lines was up 5.39 percent. Commute book sales totaled \$188,614, an increase of 6.1 percent over year-ago sales of \$177,883.

The number of passengers carried during the month reached 4,225,516, up 3.72 percent compared to February, 1967. East Bay riding showed an increase of 2.90 percent, while transbay riding continued its growth pattern with an increase of 6.02 percent.

Operation costs during the month totaled \$1,331,284, up \$107,365 or 8.77 percent over costs of \$1,223,919 for February, 1967. The District operated 1,902,208 miles of service, an increase of 119,917 miles or 6.73 percent over the same month in 1967.

Total income of \$1,533,104 was sufficient to cover operational costs, depreciation and bond debt requirements.

The transit industry nationally indicated a riding increase for February of 2.42 percent.

Veteran head of maintenance announces Retirement; new manager appointed

Everett A. Towers, who worked his way up from machinist apprentice to general superintendent of maintenance for AC Transit, announced his retirement this month after 50 years in East Bay transportation.

A. R. "Tony" Lucchesi, assistant to Towers since 1963, was appointed new manager of maintenance by Alan L. Bingham, general manager.

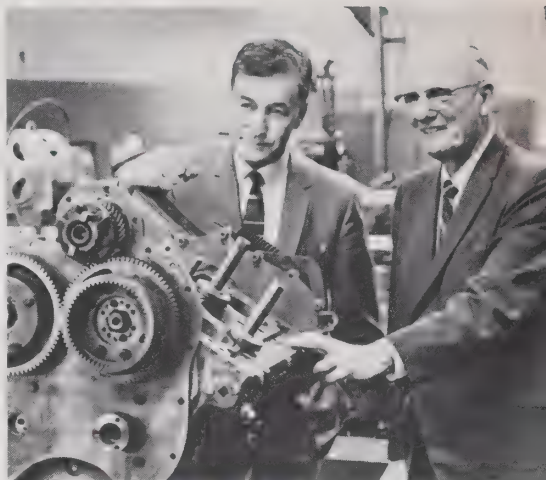
Towers, of 324 51st St., Apt. 2., Oakland, will work his last day May 10. His retirement is effective July 1, the day before his 68th birthday.

One of the "old time mechanics" who knew the insides of every piece of moving equipment—and how to fix it—Towers went to work for the San Francisco, Oakland Terminal Railway in 1918, but broke his seniority for 57 days in 1920.

In the 1930's, Towers was in charge of converting the two-man street cars to one-man operation and later, transformed skeleton frames into the articulated train units which carried commuters across the bridge until 1958.

Member of a pioneer Amador County family, Towers was born in Sutter Creek, but lived in Berkeley from 1908 until 1957. He is married to the former Mildred Gabrielson, whom he met while both were working at Emeryville shops.

Lucchesi, 52, of 8609 G St., Oakland, has 35 years on the property, going to work for Key System in 1933 after turning down a chance to play for a pro baseball team.



MAINTENANCE CHIEFS—A. R. "Tony" Lucchesi, left, will take over as manager of maintenance with retirement of Everett A. Towers, veteran superintendent.

"Tony" played memorable baseball and basketball at Castlemont High School and continued in the "Casey Stengel" fashion, coaching the Little League in Hayward and managing the Southern Pacific Stores, semi-pro team which won Northern California championships in 1956, 1958 and 1960. "Tony" goes to bat now at bowling and golf.

Richmond does it again

For the second month in a row, drivers at Richmond Division beat the safety goal and won free coffee and doughnuts. Their March record of 13,796 miles per accident, compared to the goal of 12,900 miles per accident.

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Transit-Times



Alameda-Contra Costa Transit District

Vol. 10 No. 1

May, 1968



MAY 27 1968

UNIVERSITY OF CALIFORNIA

Bus tour offers scenic look at East Bay

ACTIONS OF THE BOARD

At an adjourned regular meeting April 24, the Board of Directors:

- Awarded contract for furnishing uniform trousers to lowest responsible bidder meeting legal specifications, on motion of Director Coburn. (See story, Pg. 6)
- Approved appearance of assistant general manager for administration at meeting to expedite federally financed study into methods of reducing bus holdups, on motion of Director Coburn.
- Approved personnel procedures involving retirement of claims manager and appointment of successor, on motion of Director Coburn. (See story, Pg. 8)
- Recommended acquisition of IBM computer (see story, Pg. 6) and agreement for bank financing on purchase of new buses, at savings in interest rate, on

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WILLIAM H. COBURN, JR.	Ward I
WM. J. BETTENCOURT	Ward IV
E. GUY WARREN	Ward V

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JOHN F. LARSON	Treasurer-Controller
GEORGE M. TAYLOR	Secretary
DENNIS J. O'CONNOR	Public Information Mgr.

motion of Director Rinehart.

At a regular meeting May 8, the Board of Directors:

- Approved curtailment of service on Line 56C (see story, Pg. 5); continuance of service on Line 83 A-B; discontinuance of morning and evening loop on Line 92, on motion of Director Bettencourt.

Tax relief bill passes Senate

Legislation which would provide important financial aid for AC Transit and other urban bus companies in California has passed the State Senate, with the blessing of Governor Ronald Reagan.

The measure would exempt urban transit systems from paying six of the seven cents state tax imposed on diesel fuel. The saving to AC Transit would amount to about \$280,000 in the coming fiscal year, according to estimates of John F. Larson, treasurer-controller.

The bill, authored by Sen. James R. Mills, D-San Diego, was expected to pass the Assembly without delay. A similar bill passed the Assembly last year, but died in the Senate Transportation Committee.

This year, the bill was approved by the Senate by a vote of 32 to 0. Under the measure, transit companies will continue

to pay one cent of the tax as their share of maintaining the state highway system, although most buses run on local streets and county roads.

Statewide, the savings to transit properties is estimated at \$2,000,000.

The bill carries an emergency provision making it effective July 1 of this year instead of the usual date of 90 days after close of the session.

Death comes to veterans In transits' past

Harvey Staats, 86, of 4135 Emerald St., Oakland, pensioned Feb. 1, 1945, as a bus driver, died April 14. He entered service in 1920.

Robert Reid, 87, of 5236 Locksley Ave., Oakland, who entered service in 1908 and retired as a motor coach operator in 1943, died April 17.

Bus tour to show scenic East Bay

A bus-eyed view of woodsy and historic Mills College campus will be included for the first time as a scheduled sightseeing attraction when AC Transit begins its summer-long East Bay scenic bus tour on May 30.

The tour will be operated daily from Memorial Day through Labor Day,



Sept. 2, offering a "trip of discovery" for residents, as well as visitors.

Air-conditioned buses, with a hostess as narrator, will follow a routing through Oakland, Alameda, Piedmont and Berkeley, tying together a package of different scenic attractions.

The project is a joint effort with the Oakland Chamber of Commerce Convention and Visitors Department to present the east side of San Francisco Bay as "charming, imaginative and different." Other specialties on the two-and-a-half hour routing include Alameda's "Gold Coast" and South Shore living; the Oakland Coliseum complex; a conducted walk around the Mormon Temple roof garden; Piedmont estates; University of California and free-thinking Telegraph Ave.; Oakland's Lake Merritt and Jack London Square.

Tour buses will leave at 9:30 a.m. on week days and 1:30 p.m. on week ends from Latham Square, 16th and Telegraph in downtown Oakland. A second pickup will be made at Jack London Square, near the Chamber of Commerce

information center, at 9:45 a.m. on week days and 1:45 p.m. on week ends.

Bus passengers with a valid transfer may take the tour for \$2.25—\$1.10 for children under 17. East Bay bus riders also will receive a tour pass good for one token fare on their return trip home. Cash fare for adults is \$2.50 and for children under 17, \$1.25.

Sharp-eyed operator Keeps airways busy

Bus drivers constantly are demonstrating the importance of the two-way radio in handling emergency situations — but operator H. R. Voss, 63, of 17068 Via Media, San Lorenzo, seems to be "hitting the jackpot."

He's buzzed the airways to report two fires; youngsters breaking into a car and the unexpected arrival of a baby.

When a passenger on Line 92 told Voss she was about to have a baby, he radioed to central dispatching headquarters, then detoured to a hospital emergency entrance—just in time.

Voss also radioed a report on smoke pouring from a home in Palma Ceia.



Previously he used the fire extinguisher on his bus to put out flames on a burning car — a frequent occurrence for other drivers as well. In this case, a radio call brought a new fire extinguisher. Another call notified police of kids trying to break into a car at Southland shopping center.

Voss, a veteran train motorman, last made the news in 1958, when he took the final train across the bridge.

New interest in duo-bus fleet

Bus manufacturers in this country—as well as in Europe—are studying development of an articulated bus designed specifically for urban transportation, following AC Transit's successful, pioneering experimentation with the Freeway Train.

Demonstration that a duo-bus can carry more riders in unusual luxury—at less cost per passenger than regular buses—also has attracted keen interest in other cities.

Visits to the property, to discuss potentials of new, articulated coaches, have been made by Flixible Co., national motor coach manufacturer, and by a European firm, Bus and Car Co., of St. Michaels-bij-Brugge, Belgium. The Belgium firm assembles Continental Trailways buses, using components built in this country and shipped to Europe.

Four German firms and one Italian

manufacturer also have shown interest in adapting their designs to meet local and State requirements. Double buses are widely used in Europe.

The manufacturing representatives are considering the District's requirements, as well as possible use of a duo-bus on other properties.

Information on the District's experience has been requested by transit representatives in other cities.

Two years of promising experimentation with the 60-foot Freeway Train has led the District to pursue the acquisition of additional articulated coaches—which could carry passengers in greater luxury and efficiency, while making better use of road space on crowded freeways.

In acquiring any new duo-buses, the District has indicated its interest in a low-level double unit, with a rear exit and an aisle wide enough for passing.



WHAT IS SO FARE? — Bus driver Paul Nielsen models money hat for "Lady Bug" workers of Children's Home Society, from left: Mrs. Robert Weggenman, Mrs. William Freeborn, Mrs. Stephen Parks, Mrs. Larry Capelli. At right, Hampton House sign is posted by decorator Winfield Winsor and Mrs. Richard Cochran, Oakland Symphony Guild.



It's Springtime for buses..

May brought posies, pink signs and perky activity as District buses played a role in fund-raising activities sponsored by two women's organizations.

Bus driver Paul Nielson proved a willing model for members of Lady Bug Chapter of the Children's Home Society, who used him to display a "money hat" auctioned as part of a May Day chartered bus junket to Menlo Park.

Coaches on Line 42—and coach stop poles—came in for attention when Hampton House, at 401 Hampton Rd., Piedmont, made a public debut as an interior decorator's showcase. Buses observing the stop carried pink portable signs proclaiming: "Hampton House." Similar signs were posted on poles. The public showing benefited the Oakland Symphony Guild.

Transportation engineering students Study District's operating practices

Operations at Emeryville came in for keen observance this month as graduate students in mass transit engineering used it as a classroom for studying actual operating experience.

Some 30 students, studying for either their master's or doctor's degree in mass transit engineering, made the visit to the division to talk to people with working knowledge in the field and to learn something of basic characteristics and operating problems.

Half of the visitors were United States citizens while the other half represented foreign countries, including Iran, Canada, the Irish Republic, the United Kingdom, Australia, South Africa, Yugoslavia, Germany and Brazil.

The foreign students plan to return to their own countries to practice in the transit field, according to Wolfgang S. Homburger, associate research engineer,



FUTURE TRANSIT ENGINEERS—H. D. White, assistant general manager for operations, handles questions from graduate students in transit engineering.

Institute of Transportation Engineering, University of California, who arranged the trip.

AC Transit was picked for the only field trip in the program for its achievements in effective operations. H. D. White, assistant general manager for operations, acted as tour leader.

Express buses to link Alameda, Berkeley

First direct commute service between Alameda and Berkeley will be inaugurated June 3, cutting peak hour traveling time in half.

The Line 35-Alameda Express and Line 33-Berkeley Express will be linked to provide the fast, limited-stop service.

Travel time from Park St. and Santa Clara Ave. in Alameda to University and Shattuck Aves., Berkeley, is scheduled at 31 minutes. Line 51 buses take 58 minutes to travel the same distance.

Richmond, El Cerrito and Albany also will be tied into the intercities express system, with the commuter service now provided by Line 33.

Buses will follow present Line 35 routing via Nimitz Freeway into downtown Oakland, continuing on Line 33 routing to Berkeley. The through service will be provided on the four peak hour morning

schedules leaving Alameda and on six trips returning from Berkeley in the afternoon.

The Alameda express has shown continued growth since inauguration on Dec. 4, increasing from 119 riders on inaugural day to a high of 231 on April 24, almost doubling patronage.

Extension of Line 51-M to serve the fishing pier at Berkeley Marina also was scheduled for June 2.

Curtailment of service on Line 56-C, because it failed to produce any noticeable patronage during a six-months trial period, was approved by the board of directors. The line provides service for Tassafaronga Village in East Oakland. Buses will continue to operate from 8 a.m. to 10 a.m. and from 2 until 4 p.m., with special a.m. and p.m. trips for workers.

Division news



Paychecks will look the same—but their production will be different early this fall when the District acquires an IBM computer 360 Model 20—and moves into the new era of electronic information processing.

The computer will replace unit record equipment in the data processing department, handling all functions—including the writing of checks for employees and pensioners.

The new system also will have prime time available for additional applications, including bus mileage data, inventory, transbay passenger count, scheduling, and revenue and passenger statistics. Acquisition of the machine, and its most effective uses, has been under study for a year and a half.

* * *

The contract for supplying new uniform trousers was buttoned up this month, clearing the way for the District to provide one pair of pants, on a replacement basis, for drivers with two or more years of service.

Under terms of the labor contract, replacement will start June 1 and will result in a “new look” for approximately 1,000 operators during the year. Cost to the District will be \$15.40 for each pair of pants, for a total of about \$15,000.

Contract was awarded to The Hub, present suppliers of uniforms, as the lowest bidder who met specifications as to quality, price and local distribution.

* * *

Coffee and doughnuts were a welcome mid-morning snack at all divisions as operators batted out driving records which beat the District’s safety goal of 12,900 miles per accident.

Bus drivers at Richmond Division played it safe in both February and March, tallying two treats, but fell behind in April. Emeryville Division got into the winning circle with 12,982 miles per accident, while Seminary collected with 13,217 miles per accident.

RICHMOND TREAT—“Playing it safe” are, from left, director William E. Berk, operator Robert Creer, superintendent N. P. Alevisos.



OPERATORS COLLECT—Drivers from Emeryville Division, left, and Seminary beat goal.



AC/transit PASSENGER REVENUE . . . COMPARISON WITH PREVIOUS YEAR



Growth tallied in operating experience

Business activity continued to show an increase during March with passenger revenue and the number of riders carried on the upturn.

Passenger revenue for the month totaled \$1,236,570, an increase of \$18,748 or 1.54 percent over the March, 1967 revenue of \$1,217,822. Revenue on East Bay lines showed a growth of 1.39 percent, compared to the same month a year ago, while revenue on transbay lines was up 1.74 percent. Commute book sales held their own, totaling \$202,697, down 0.1 percent over year-ago sales of \$202,805.

The number of passengers carried during the month reached 4,614,683, up 1.61 percent over the riding count of 4,541,468 made in March of 1967. East Bay riding showed an increase of 2.06 percent, while transbay riding was up .43 percent.

Operation costs during the month totaled \$1,420,135, an increase of \$97,954 or 7.41 percent over costs of \$1,322,181. The District operated 2,045,935 miles of service, a decrease of 13,947 miles or .68 percent under the same month in 1967.

Total income of \$1,667,867 was sufficient to cover operational costs, depreciation and bond debt requirements.

The transit industry nationally indicated a riding decrease for March of 4.33 percent.

New claims manager appointed

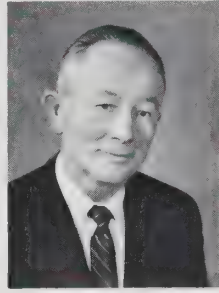
Retirement of Mel C. Chapman, veteran claims manager, and appointment of his successor was announced this month by Alan L. Bingham, general manager.

Chapman, 71, who has been a claims manager since 1929, will retire July 31 as head of the department.

His place will be taken by Ozro D. Gould, 57, whose experience in transportation claims and litigation dates back to 1951. Gould began work this month as assistant to the general manager for claims and will assume full direction of the department when Chapman retires. Chapman will remain as consultant for a period of six

months to assure an orderly transition in one of the District's vital activities, Bingham said.

Chapman was claims manager under Key System Transit Lines, then with



O. D. Gould
ance program.

Transit Casualty Company, claims representative of National City Lines. He continued as department head when District directors canceled the contract with Transit Casualty in 1962 to develop a self-insur-

Gould, a graduate of Oakland schools, retired in January as general claims agent and assistant secretary of Western Greyhound. He was in charge of claims activities in seven western states.

'The Graduate' gets A District bus

AC Transit buses made the scene—but briefly—in the motion picture "The Graduate," sharing footage with Telegraph Ave. in Berkeley.

Two coaches, with operators C. W. McMillan and Lucio Quintana of Emeryville Division, played roles during four days of shooting last July—but only a flash ended in the finished product.

Quick-eyed viewers will recognize a District bus in scenes with stars Dustin Hoffman and Katharine Ross on Tele-



graph near the entrance to the University of California campus.

Quintana was at the wheel when Hoffman chased the bus and boarded. Another bus, fitted with cameras, was driven by McMillan when interior shots were made of the two stars, supposedly en route to "San Francisco Zoo."

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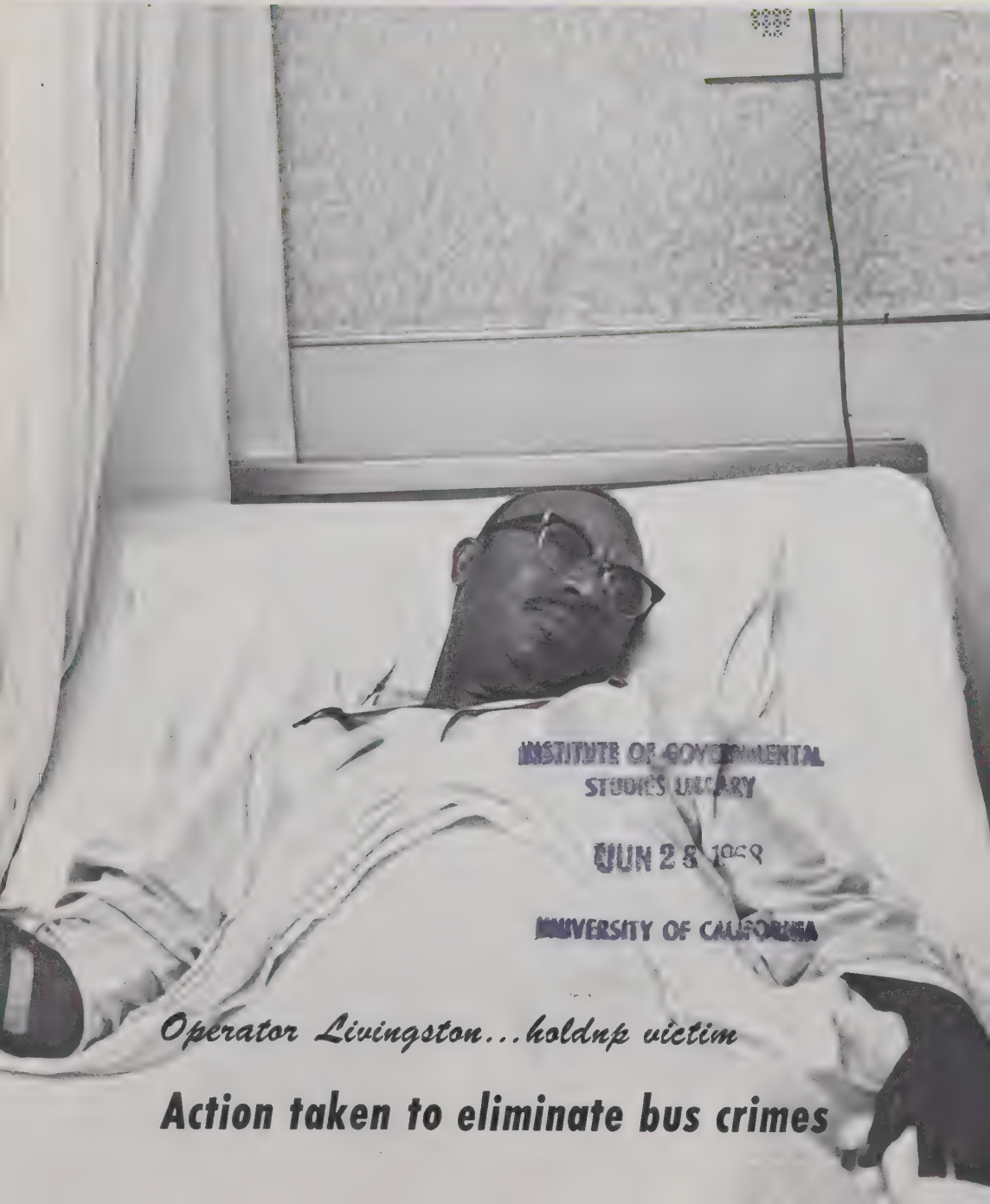
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Alameda-Contra Costa Transit District

Vol. 10 No. 12

June, 1968



INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

JUN 28 1968

UNIVERSITY OF CALIFORNIA

Operator Livingston...holdup victim

Action taken to eliminate bus crimes



E. Guy
Warren

Robert M.
Copeland

William H.
Coburn, Jr.

John
McDonnell

William E.
Berk

Ray H.
Rinehart

William J.
Bettencourt

At an adjourned regular meeting May 22, the Board of Directors:

- Adopted resolution approving position titles, descriptions and salary ranges for certain non-union personnel, on motion of Director Coburn.

- Increased salary of General Manager effective June 1, 1968, by \$1500 per annum, on motion of Director Bettencourt.

- Exempted General Manager from automatic wage increase granted non-union workers, on motion of Director Coburn.

* * *

At a regular meeting June 12 the Board of Directors:

Actions of the Board

- Authorized advertising for bids on new tire contracts, on motion of Director Berk.

- Approved advertising program and budget of \$188,484 for 1968-69 fiscal year, on motion of Director Copeland.

- Approved General Manager's recommendation eliminating cash, tickets and tokens in driver's possession on buses and use of refund coupons, on motion of Director Bettencourt. (See story, Pg. 3)

- Authorized \$1,000 reward for arrest and conviction of assailant of Operator Ralph Livingston, on motion of Director Warren. (See story, Pg. 3)



General Manager's report

Elimination of cash, tokens and tickets carried by bus drivers hopefully will eliminate the temptations which have resulted in assaults and robberies of these valued employees.

This is a bold step, without precedent in any other urban transportation system in America, taken in order to provide a solution to a problem which does not rest solely with us just because these crimes occur on AC Transit buses. Like others of its nature, it is a community problem which concerns nearly every segment of our East Bay; taxpayers, businessmen, law enforcement officers, our patrons and, of course, our employees. We believe this concern, for example, calls for cooperation of the business and financial communities to provide outlets for sale of tokens and tickets to the public. It calls for the cooperation of our patrons, who are being asked to have their exact fare ready and who, on occasion may have to exercise patience and understanding over minor inconveniences. It calls for law enforcement agencies to continue maintaining their vigilance and citizens at large to join the fight against all crimes, whatever their nature.

AC Transit has enjoyed public support and good will from its inception. We hope to continue to merit this support during and after this period of change in our fare collection procedures.

Allen L. Pincham
General Manager

District moves to stop bus crimes

Entire efforts of the District were concentrated this month on implementing, quickly and decisively, action that hopefully will eliminate holdups and assaults against bus drivers.

Operators will stop carrying cash, tickets and tokens. Passengers will be asked to have exact fares. If change is necessary, drivers will issue refund tickets, which riders can redeem for cash at District offices.

New to nation

The program, a new approach for the transit industry in meeting the nationwide problem of crimes aboard buses, will take effect as soon as extensive details are completed, and no later than July 15, according to General Manager Alan L. Bingham.

Approval to go into action on the plan was given by the District's board of directors two days after the unprovoked shooting of Operator Ralph P. Livingston, 48, of 9959 Gibraltar Rd., Oakland, driving on Foothill Blvd. Line 40.

Livingston was robbed, and then senselessly shot three times by one of three assailants who had boarded his bus on Shattuck Ave. He had offered no resistance. After surgery, doctors at Kaiser Hospital reported his condition as "remarkably good."

A driver since 1953, Livingston has worked at Richmond, then Seminary Division. A brother, Cecil, also is an operator, working out of Richmond.

Wishes for Livingston's speedy and complete recovery were extended personally to the driver and to his wife by the general manager a short time after the shooting. Directors also express their concern and sympathy.

The assault against Livingston came at a time when the District was encouraged by a decrease in robberies and was taking hope that a security program in co-

operation with law enforcement agencies was beginning to pay off.

In recommending a plan that has not been tried elsewhere in the nation, Bingham said bold and immediate action was needed to eliminate the temptation which has led to holdups and assaults against drivers.

A \$1,000 reward, leading to arrest and conviction of men who robbed and shot Operator R. P. Livingston, was authorized this month by the Board of Directors.

The program will require the cooperation of the community in meeting what is a community problem, he pointed out.

Business and financial concerns have been asked to provide outlets for the convenient sale of tickets and tokens.

The riding public will be asked to cooperate by boarding with exact fares, in cash or in tokens, and to support a plan which may at times cause inconvenience, Bingham said.

The program will be tried on a six months experimental basis and will be part of a study project already launched by the District, with financial assistance from the U.S. Government.

Study under way

With AC Transit as the pilot and the national Amalgamated Transit Union as cosponsors, the study is to develop the most promising means of reducing crimes on transit vehicles.

Approval of a federal grant of \$206,000, to cover two thirds of the total project cost of \$309,000, was announced by the U.S. Department of Housing and Urban Development on May 27.

The national transit union is contributing \$30,000. AC Transit and four other participating properties will make their contribution in direct services.

Latest in buses put in service

Fifteen new buses were in service on neighborhood and crosstown lines this month, as the District juggled equipment to meet increases in riding.

The new buses, purchased at a total cost of \$468,018.80, brings the District's total fleet to 694 coaches. Due to the increase in commuter travel and service to special events, the District was unable to retire any of its older coaches as result of the new arrivals.

Six buses, which a year ago had been considered for retirement, will remain in service for peak hour use, according to H. D. White, assistant general manager for operations. The increase in bridge traffic has required an additional 20 buses in the last one-and-a-half years, he pointed out, and the District now needs its total fleet to keep pace with riding needs and maintenance requirements.

The new buses have additional safety



devices required by the Federal government, including back up lights, windshield washers, and additional roof lights. They also have electric head signs.

First to arrive by freight car were five smaller buses, seating 45 passengers each. They were assigned to Seminary Division for use in the San Leandro-Hayward area.

The 10 larger, 51-passenger coaches, delivered in June, were assigned to Richmond Division for use on Line 72 and Express Line 33 schedules.

New employees join District ranks

Workers hired in April and May include:

Executive Office

Susan B. McKivergan, Oakland, secretary.

General Office

Claims: Ozro D. Gould, Davis, assistant general manager for claims.

Treasury: Donald O. Greene, Berkeley, cashier clerk.

Emeryville Division

Maintenance: Lester Donley, Jr., Richmond; Marshall L. Maze, Oakland; Richard D. Rhodes, Oakland, service employees.

Schedule: Charles R. Stephens, Oakland, traffic checker.

Building Maintenance: Guy Covert, Alameda, electrician.

Transportation: Donna L. Billings, Hayward, typist clerk.

Bus Operators: J. D. Brumfield, R. C.

Morgan, E. C. Vincent, W. G. Brooks, W. E. Hobbs, H. M. Thompson, M. O. May of Oakland; D. L. Hereford, E. J. DeVeiga, V. G. Bowen, of Alameda; M. A. Lynn, Robert Johnson, Simon Lewis, Berkeley.

Richmond Division

Maintenance: Gary F. Baker, San Pablo, service employee.

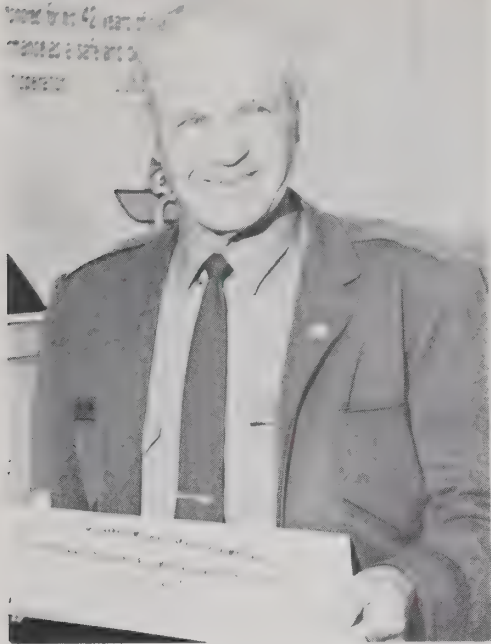
Bus operators: G. E. Nelson, J. E. Reed, Richmond; H. A. Gangl, J. B. Lake, San Pablo.

Seminary Division

Maintenance: George D. Meadows, Jr., San Pablo; Lewis R. McFall, San Francisco, service employees.

Bus Operators: Leevell Covington, R. R. Bryant, J. W. Pate, J. F. Deans, J. W. Brown, E. F. Bryden, J. M. Cook, J. L. Newport, Joshua Powell, Jr., Oakland; W. R. Pugh, Hayward; K. J. Miller, Dublin; G. M. Richards, San Leandro.

LVIN G. LEIGH



Driver wins Golden Wheel award for top Record of service

AWARD WINNER—A. G. Leigh, Richmond bus driver, holds the certificate which names him Golden Wheel Award winner for June.

A forty-two year record as a dependable, safe and cheerful employee won the Golden Wheel Award for Distinguished Service this month for A. G. Leigh, 66, Richmond operator.

Leigh, who tops the seniority list at the Richmond Division, received the tribute for an excellent and long-standing work record. He was nominated for the award by one of his superiors, who said he was "better than average in everything."

Leigh, of 1057 Key Route Blvd., Albany, was presented with a special pin, a \$50 U.S. Savings Bond and an award certificate by Alan L. Bingham, general manager.

In addition, his picture is being displayed in outside advertising frames on 10 District buses during June.

Along with having an outstanding record, Leigh is known for the smile he's kept beaming for thousands of riders over four decades.

He also thinks he's the only driver who ever filled his bus with a load of gravel.

"It was a hot summer morning," he recalls. "I had all the windows open coming up from Fruitvale Ave. This

truck was really barreling it out, coming toward me. Neither of us could stop.

"I goes left and he goes right. We came alongside swinging—and the whole load of gravel just poured through the windows—600 pounds.

"Nobody could believe how I managed that one."

Leigh also chased and caught a runaway street car back in 1927, catching the grab rail and swinging himself aboard in time to stop the car at a Spruce St. intersection in Berkeley.

The operator went to work on the street cars in 1926, then in 1929 broke in on buses when "only about one man in 10 made it."

The equipment was bad then, Leigh said, and "you had to work pretty good to drive them. You were supposed to be pretty good to last 10 years. That's all they gave a bus driver. But the equipment kept getting better, so I lasted all right."

When he isn't driving, Leigh is an active square dancer. He and his wife are members of the Mustang Square Dancing group of El Cerrito.

Scenic tour off to happy start

The summer sightseeing tour rolled off in high gear on Memorial Day, with a turnout of holiday riders inaugurating the "new adventure."

The tour was toasted on its way with coffee and doughnuts at a preview attended by news representatives, civic and business leaders from different Alameda County cities.

The guests gathered for the morning snack on the Mall at Jack London Square, then boarded the bus for the first "red carpet" ride.

Highlights included a sunny drive around the Mills College campus, a walk around the Mormon Temple roof garden and a busy noontime look at the Sather Gate area of University of California.

Planned in cooperation with the Oakland Chamber of Commerce, the scenic ride follows a 46-mile routing through Oakland, Alameda, Piedmont and Berkeley.

The tour bus loops Lake Merritt in its travels around downtown Oakland

before rolling to Alameda for a look at the Victorian "Gold Coast" section, as well as South Shore beachside living.

After a drive past the Coliseum Complex, the bus visits Mill College and the hilltop churches, then winds through Piedmont. Viewers also receive a view of Bay Area Rapid Transit construction.

First response from question cards showed unanimous enthusiasm.

"The tour could not be improved," one rider wrote, "It was excellent."

The tour was routed to show a variety of attractions—proof that the east side of San Francisco Bay offers imaginative things to see, different from the rest of the bay area.

A hostess from the Chamber's Convention and Visitors Department word-sketches points of interest over a public address system on the bus during the trip.

The tours will be operated daily through Labor Day.

SCENIC PREVIEW — Guests enjoy coffee and doughnuts, below, before taking first "red carpet" sightseeing tour. Helping at right to inaugurate the "new adventure" were, from left, Peter M. Tripp, president, Oakland Board of Port Commissioners; A. H. Moffitt, Jr., president, Oakland Chamber of Commerce; Barbara Harris, hostess of Chamber's Convention and Visitors Department.



Wage hike boosts District costs

Labor costs for the District for the ensuing year will increase an estimated 8.14 percent as result of fatter paychecks taken home by 1459 employees.

The hike for 1361 union workers was the equivalent of 20 cents an hour. Non-union employees, extended the same benefits by the Board of Directors, received an equivalent increase of 5.7 percent. The increase was effective June 1.

Labor bill boosted

The wage package, plus added employee benefits, increases the District's labor bill for the next fiscal year by an estimated \$1,106,990 over that estimated for the current year. Included in the figure are increased health and welfare payments, other fringe benefits and a cost of living adjustment which will become effective Jan. 1, 1969.

Also included is one month of another wage increase that will become effective June 1, 1969. Workers will receive an additional 20 cents an hour on that date, under terms of a three-year labor agreement approved a year ago.

Cost of contract

With the current increase, the District's annual labor costs due to the contract is estimated at \$14,701,300.

The new scale boosted the hourly wage for 1014 bus drivers from \$3.51 to \$3.71. Wages will jump to \$3.91 per hour next June 1.

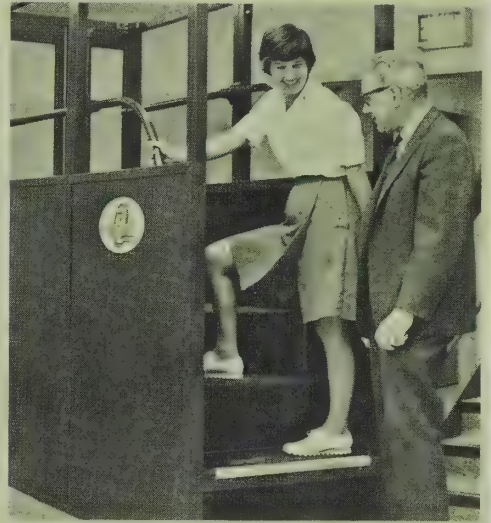
AC Transit operators currently are the fifth highest paid in the nation.

The hourly rate for mechanics "A" increased from \$4.20 to \$4.40 an hour.

With employee benefits, including the cost of living provision, the wage hike is estimated to bring the District's total cost per driver to \$5.80 per hour. Workers shared a \$2 per employee increase in District paid medical plan coverage on March 1, boosting the District's payment per worker to \$17 a month.

Under terms of the labor contract signed a year ago, workers will receive

a cost of living allowance consisting of one cent per hour for each half point of change in the U.S. Consumer Price Index for the calendar year of 1968.



THIS IS A BUS — Physio-therapist Emily Gulla checks out boarding procedures with J. C. Slagle.

A mock-up of a bus entrance and exit is helping make riders out of patients at the Easter Seal Rehabilitation Center, 2757 Telegraph Ave.

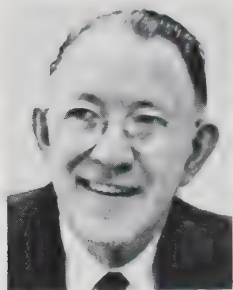
The District's safety and training department supplied photographs and dimensions to aid Tek Taketa, director of the program at the center, in helping amputees and patients with arthritis and stroke damage learn how to use public transit.

One of the patients, J. C. Slagle, 62, of 86 Seaview Ave., Piedmont, took the information and built the mock-up in his workshop. Slagle, who gave the model to the center, equipped it with a rear exit, as well as entrance, so patients could practice boarding and leaving a coach.

Activities at the center are financed by contributions to the annual Easter Seal campaign.

Retirement taken by old-timers

The fortunes of war—during the Russian Revolution—sent *Vladimir I. Nichols* to the United States, his new country, in 1923. He retires effective Aug. 1 as supervisor of the accounting department,



but he doesn't plan to retire into inactivity. Nichols, 67, of 1533 Grove St., Berkeley, will attend lectures at University of California, catch up on reading and do some deep sea fishing.

V. I. Nichols Born in Harbin, China, Nichols left his native city after the revolution, giving up three years of civil engineering studies. He landed in Seattle, but later moved to San Francisco and in 1935, graduated from Golden Gate College with a Bachelor of Commerce degree, with an accounting major.

Nichols went to work for Key System in 1946 as assistant valuation engineer. He worked as supervisor of time keeping and senior accountant before becoming manager of the department.

A son, Dr. Alex V. Nichols, is associate professor of biophysics at University of California.

He has three grandchildren, Robbie, Vyra and Alex.

M. J. "Frenchy" Barrious will retire from his job as electrician at Emeryville Division August 1 for an active life on his own "little farm" in Groveland.

Barrious, 57, plans to entertain a lot of friends, do a little gardening, fix up a cottage, do some hunting and "try to develop some fishing."

He went to work for Key System in 1930 as a welder's helper and moved into the electrical department six or seven years later as a helper. He became an electrician several years later. Barrious served as acting foreman during World War II.

Last day of work for *Leon Lagier*, 63,

leaderman at Seminary Division, resulted in a double party. He was given a send-off by fellow workers and received his retirement pin from maintenance superintendent Joe Enos on the same day the crew collected a coffee and doughnut treat for having the most miles per road call—18,301.

Lagier, of 3820 Lincoln Ave., Oakland, went to work as a body man at Emery-



ville shops in June, 1942, and worked on street cars and trains before progressing to buses. He plans to see how he likes living on the Sonoma Coast at Sea Ranch, practicing a hobby of woodworking and

"developing some new interests."

Antonio Marcelino, 68, of 2096 Bradhoff Ave., San Leandro, who has been off work since March 30 as a utility service employee at Emeryville Division, received his retirement effective June 1. He entered service in 1951.

O. N. Seavage, 68, of 292 Lee St., Oakland, who took his retirement at the same time, started on the one-man street cars in 1938 and switched to bus driving 10 years later. He worked out of Seminary Division.

H. O. Sumpter, 63, who suffered a heart attack last November, retired July 1. Sumpter, of 5439 Princeton St., Oakland, entered service in 1943 on the one-man street cars and five months later became an instructor. He transferred to bus driving after five years on the cars, then became a conductor on the trains, working until the trains went off in 1958. He was among drivers who took the first buses across the Bay Bridge.

Sumpter worked out of Emeryville Division before moving to Seminary.



Our 'Stockholders' Write

This evening we needed information on a schedule for a house guest . . . your very efficient operator, *Mary Patrick*, gave us reason to be glad we called. She is a gem! . . .

Mrs. Edward Smith
San Francisco

• • •

I certainly wish to thank you (*J. A. Sneed*) for the return of my 33mm Kinica camera that I absentmindedly left on your bus . . . the various people with whom I spoke on the phone . . . were very helpful and courteous, even at the ungodly hour of 2 a.m. . . .

Charles A. Garber
Glen Mills, Pa.

• • •

. . . The "H" line local buses which leave University and Sacramento Streets at 6:53 a.m. and 7:02 a.m. are running with standees every day—up to 13—and the service needs adjustment. Standing room only is getting to be the rule . . . This is getting tiresome for patrons who get on at the remaining stops . . .

John R. Tufveson
Berkeley

(As result of checks made by schedule department, an additional morning trip was added and headways adjusted.—Ed.)

• • •

. . . *Robert Dahlgren* is one of the drivers who very often is assigned to charter bus operations, which we use frequently. Members of the staff have

commented on his assistance in handling large groups and his outstanding courtesy at all times. It certainly is typical of the service and employees that AC Transit has.

B. F. Stokes
Bay Area Rapid
Transit District

• • •

. . . I was unfortunately involved in an automobile accident while en route to work . . . *Fred Clarrage*, an employee of your organization, went out of his way to offer assistance. Mr. Clarrage is a credit to your organization and is to be complimented for his cooperation, which is a rarity . . .

Laura Tom
Castro Valley

• • •

Pete, you are the most wonderful, best bus driver I've had the pleasure of riding with. I sure am going to miss you bushels and peck. Be good on your next route and try to get back on ours again soon . . . (One of many messages to Driver *Pete Baumgartner* when he changed line assignments.)

* * *

Permit me to express notice of a very fine bus driver, *Johnnie Paulding*, on the San Francisco bus . . . specially non-hectic, non-jerking, quiet, courteous, not an extra movement. The next day I was nearly sea sick with a bumptious driver, bumpy and no reason for it . . .

Clare R. Talbot
Oakland

New superintendents Of maintenance take Over division work



Richard Bertz



Glenn Ashmore

Already "president" of a trolley system which runs around the walls of his garage at 17150 Via Media, San Lorenzo, Richard "Dick" Bertz, 43, had a new title this month, superintendent of maintenance at Emeryville Division.

Appointment of Bertz to the post at Emeryville and Glenn A. Ashmore, 39, as superintendent of maintenance, Seminary Division, was announced by A. R. "Tony" Lucchesi, manager of maintenance.

An avid trolley enthusiast, Bertz operates his own "Harbor View Traction Co." on overhead wires. He built the units himself and now has equipment patterned after former Key System cars.

Bertz went to work for Key in 1942 as a cleaner in the garage. He joined the Marines in 1943 and saw service at Guam and Iwo Jima. Reinstated in 1946, he became a mechanic B and a leadman in 1948. He has been a mechanic Class "A" leadman on the inspection pits at

Seminary Division since 1951.

One of his privileges as head of his own transit system are the passes he issues to himself. He also has his own color scheme of yellow and brown for his trolley units and orange and silver for his Key System models.

Ashmore, of 1931 Sundberg Ave., San Leandro, went to work for Key System in Oct., 1943, as a service employee. He worked through the mechanic classifications, becoming a mechanic "A" in 1952 and a leadman and working foreman in 1957.

His knowledge of radio mechanics was put to use when he supervised installation of the two-way radio equipment on 300 buses.

Ashmore served with the Army in Korea as a mechanic and motor sergeant. He likes to hunt and fish but especially, he likes to work as pitman at the auto races. He's looking forward to the "big one" at Indianapolis.

NEW SERVICE—Alameda and Berkeley shake hands—literally—as Express Lines 33 and 35 are consolidated to provide peak-hour service between the two cities. From left, below, Wendell Sorensen, Berkeley Chamber of Commerce; Doris Redman, Maid of Berkeley; John DeBonis, Berkeley councilman; Alameda Mayor William McCall and Arlette Poland, Maid of Alameda. Below, right, fishermen inaugurate extension of Line 51M to Berkeley pier.



AC/transit PASSENGER REVENUE...COMPARISON WITH PREVIOUS YEAR



Business experience on upswing

Passenger revenue and the number of riders carried showed a substantial gain during April, continuing a noticeable growth pattern.

Passenger revenue for the month totaled \$1,225,267, up 8.42 percent over revenue of \$1,130,079 tallied in the same month a year ago. Revenue on East Bay lines was up 7.79 percent, while fare box revenue on transbay lines showed an increase of 9.26 percent over April, 1967. Commute book sales reached \$204,857, up 10.2 percent over sales of \$185,957 for a year ago.

The number of riders carried during the month totaled 4,517,709, an increase of 6.37 percent over the year-ago riding count of 4,247,126. East Bay riding showed an increase of 7.88 percent.

Operation costs during the month totaled \$1,427,220, up 12.45 percent or \$157,976 compared to costs of \$1,269,444 recorded in April, 1967. The District operated 2,038,979 miles of service, an increase of 102,341 miles or 5.28 percent over mileage during the same month a year ago.

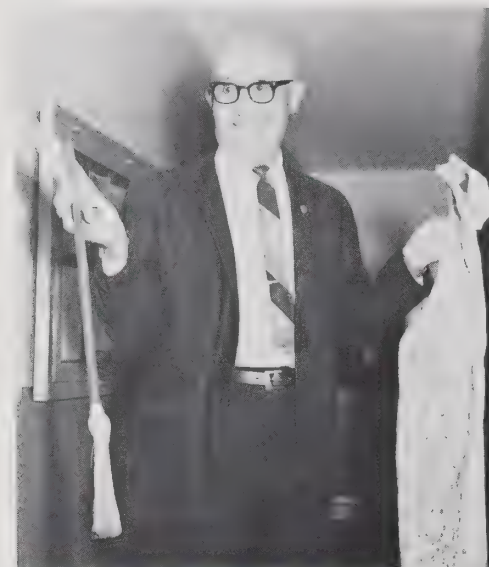
Total income of \$1,663,365 was sufficient to cover operational costs, depreciation and bond debt requirements.

The transit industry nationally indicated a riding increase for the month of 1.81 percent.

Maintenance head Takes retirement

J. W. "Joe" Enos, 69, put away the records on 48 years of work this month, retiring as superintendent of maintenance at Seminary Division.

Enos, of 2744 106th Ave., worked up from a car repairman to head division maintenance work. On his last day on the job fellow workers presented him with a wrist watch and electric razor and served coffee and doughnuts for the last time to a long-time boss. They also gave him a broom, dustpan and apron—for a clean sweep.



With retirement, Enos plans to do some traveling and move to his Santa Cruz home where he can practice his unusual hobby, diving through ocean breakers. He also reported he was going to "pick up this fishing business."

Enos went to work for Key System

Transit Times

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9

as a car repairman at Eastern Division in 1920, transferred to Central Division in 1932 when Eastern was closed. He became a serviceman on motor coaches at the Telegraph Ave. carbarns in 1935 and in 1938 went to Emeryville Division as a junior mechanic on the buses.

By 1942 Enos was a senior mechanic and acting foreman and in 1947 went to Richmond Division as superintendent of maintenance. He remained at Richmond until 1963, when he moved to Seminary.

Safety record topped By Richmond drivers

Richmond bus operators racked up another win on a safe driving record—and had the coffee and doughnuts to prove it. For three out of four months, the drivers topped the safety goal of 12,900 miles per accident, missing only in April. Their May tally was 13,008 miles.

Emeryville drivers collected for the second month in a row with a record of 13,837 miles per accident.

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Transit District

Vol. 11 No. 1/31

July, 1968



Merchants cooperate . . . sell tokens

"Ready-Fare" plan off to successful start



E. Guy
Warren



Robert M.
Copeland



William H.
Coburn, Jr.



John
McDonnell



William E.
Berk



Ray H.
Rinehart



William J.
Bettencourt

At an adjourned regular meeting June 26, the Board of Directors:

- Authorized General Manager to submit names of mayors of 11 cities served by district and to pay registration fee and cost of annual dinner for those accepting invitation to attend annual meeting of American Transit Association, on motion of Director Rinehart.

- Renewed agreement with Contra Costa County for furnishing school bus service to Sherwood Forest area of El Sobrante, on motion of Director Coburn. (See story, Pg. 9).

- Adopted resolution executing contract with U. S. Department of Housing and Urban Development for demonstration grant in connection with project to reduce hold-ups and assaults, on motion of Director Coburn. (See story, Pg. 10.)

- Approved revision to Line 78 to serve Richmond development and Beth-

Actions of the Board

lehem Steel installation, on motion of Director Berk. (See story, Pg. 9.)

- Adopted operating estimate for 1968-69 fiscal year, on motion of Director Rinehart. (See story, Pg. 9)

* * *

At a regular meeting June 10, the Board of Directors:

- Awarded tire contract to Firestone Tire and Rubber Company, subject to compliance with bid requirements, on motion of Director Coburn.

- Authorized directors and four staff members to participate in annual conference of American Transit Association, on motion of Director Coburn.

- Approved modifications in tariff regulations in conjunction with "Ready-Fare" plan, including development of East Bay ticket book, on motion of Director Rinehart. (See story, Pg. 3)

Safety mark topped By two divisions

The free treat of coffee and doughnuts became "a habit" for drivers at Richmond and Emeryville Divisions this month as both again topped the safety goal of 12,900 miles per accident.

Richmond drivers turned in 13,899 miles, fourth month in a row they have surpassed the safety bogey. Emeryville operators, with 13,030 miles, have topped the goal for the past three months.

The result was a new mark for drivers to shoot at—13,000 miles per accident.

Richmond also operated without an accident for 11 days in June, best record since the safety goal was established in 1958.

Transit Times

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ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
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New "Ready-Fare" plan off to smooth Start with rider, community help

With overwhelming support from passengers—and the community—the District rolled with well-organized smoothness this month into a "Ready-Fare" plan designed to eliminate assaults and robberies on buses.

Initial experience indicated the plan was an outstanding success.

Most passengers were boarding with exact fares ready, indicating full knowl-

efforts to protect drivers and passengers.

The result was apparent as the plan went into operation. Passengers rode as usual, but with fares ready. They spoke knowingly and approvingly of the plan. There were few complaints.

Business and financial concerns, as well as smaller neighborhood stores, co-operated by selling tokens as a public convenience.

As the plan went into operation on July 14, nearly 300 outlets were supplied with tokens for sale, and more volunteer firms were being added daily. Initial delivery of tokens to the outlets by Brinks armed cars provided another "first" for East Bay transit history.

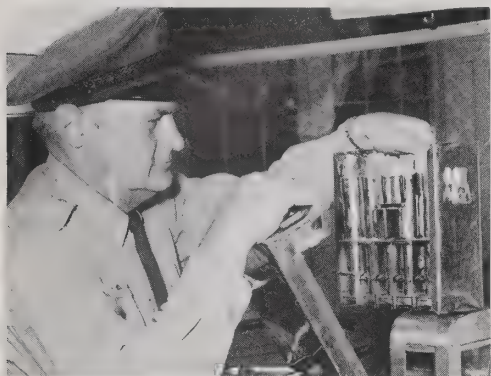
Token Outlets

Take-one sheets, listing locations where tokens could be purchased and centers where refund coupons could be redeemed, were available on all buses and were being updated each Monday.

Bus drivers also were amply supplied with leaflets, explaining the "Ready-Fare" plan. Leaflets also were available at outlets selling tokens.

Before the plan went into operation, all drivers went back to school to learn how to accurately and patiently explain to passengers they would be able to ride safer, and just about as easy as ever. The training sessions, held at all three divisions, acquainted operators with changes in procedure, including how to punch refund coupons for riders without exact change. Their schooling over, drivers turned in money and stock as they finished runs—marking another historic transit milestone.

A new East Bay ticket book, containing 20 and 40 single rides, was given approval. It can be purchased by mail and it goes on sale August 1. Under development are school tickets, which hopefully can be sold at schools.



MILESTONE—Driver M. N. Reed removes money changer as "Ready-Fare" plan begins.

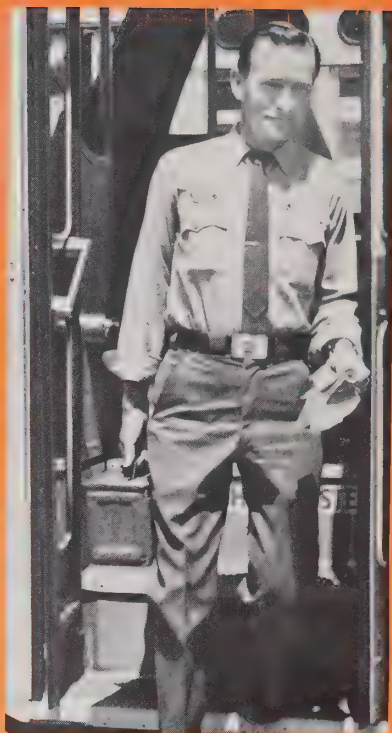
edge of the change in fare collection procedures — and full accord with the action. Schedules operated without delay. Operators found the time required to occasionally punch and deposit a refund coupon was compensated by elimination of change making.

Coupons issued, including those voided, dropped from 494 on first working day to 242 three days later, a reduction of more than 50 percent.

The plan, which included elimination of cash, tokens and tickets carried by the District's 1025 bus drivers, was introduced with the most extensive informational program in District experience.

Television and radio stations carried daily announcements as a public service. Both gave wide news coverage to every feature of the plan. Newspapers used numerous articles and photographs and carried editorials, lauding the District's

Camera records action As plan to stop bus Crimes is activated



INTO ACTION — Wheels start rolling for start of "Ready-Fare" plan. Top, left, printers turn out refund coupons. At right, operator H. J. Gross walks off run with gilley box for last time. Above, drivers get instruction from Stanley Pearce, training instructor, on details of new plan. At left, bus driver Dave Scott counts out change before turning in cash and stock.



SWITCH-OVER—As District switches from “no cash” to “Ready-Fare”, operators, top left, turn in stock. Above, Brinks armed car driver John Ward makes first delivery of tokens to secretary Carol Wolf. Poster, left, marks where tokens can be purchased. Below, maintenance worker Jack Rutherford posts “no money” sign in bus. Bus driver E. G. Courant becomes first to drive without tickets, tokens or change. Counting first day’s receipts are W. G. Skilling, assistant treasurer, and Charles Ptomy, assistant cashier.



Bay area daily newspapers urge con

Tribune Editorial Page

"The Eastbay's highly successful bus system will face a serious operational challenge this Sunday when drivers cease making change.

The new "ready fare" plan is designed to eliminate the temptation for bandits to hold up an AC Transit driver for his cash fares and change. It was enacted in response to requests by drivers following a series of bus robberies this year.

It deserves . . . utmost support.

AC Transit, which acquired the privately owned Key System Transit Lines in 1960, has earned public patronage by offering passengers new buses, courteous drivers and fast schedules. The public

has responded by defying a national trend. While many bus systems have either lost business or remained static, AC Transit has lured passengers away from private automobiles.

With the cooperation of the public and the business community, the fare changeover need not affect the usual high level of service.

Eliminating the change-making and token selling function of the drivers will unquestionably be an inconvenience for passengers. But it also will reduce the prospect of a driver (or passenger) being hurt in a hold-up. It seems a small enough price to pay . . ."

Times Star

"AC Transit will launch a new fare program around the middle of next month which will take all cash out of the hands of the system's bus drivers and thereby, hopefully, end the skyrocketing rate of bus holdups.

AC General Manager Alan Bingham, who was in the office yesterday to discuss the new plan, admitted that it comes complete with a multitude of headaches.

But if it saves just one life, it will be well worth the headaches. . . ."

The Daily Review

HAYWARD

"Residents in San Leandro, San Lorenzo, Hayward, Castro Valley and other communities served by the Alameda-Contra Costa Transit District face a slight inconvenience that may help save lives and assure continued, uninterrupted bus service throughout the East Bay. . . the "ready-fare plan" is in effect on AC Transit buses and drivers will no longer carry money. Riders may pay exact fares in cash, tokens or tickets and the driver—

in a further effort to stop assaults and robberies aimed against bus drivers—will not have tokens or tickets for sale.

It is here where the bus rider, not yet accustomed to the ready-fare plan, may experience some inconvenience . . . if the rider has neither a token nor the correct change, the bus driver will accept up to a \$5 bill. The rider will be issued a refund coupon . . . this refund coupon . . . will be redeemable. . . ."

community support of "Ready-Fare" plan

The INDEPENDENT

RICHMOND

"It is to the credit of East Bay residents that they are responding with sympathy and understanding to the Alameda-Contra Costa Transit District's venture-some program directed toward eliminating holdups and assaults aboard buses.

Of course, AC Transit's plan—without precedent in any other U.S. urban transportation system on a round-the-clock basis—merits the highest of praise.

The program, which involves the halting of the carrying of cash, tokens and tickets by bus drivers, will be watched carefully by transit systems throughout the country.

It was the brutal shooting and robbing of driver Ralph Livingston on Oakland's Shattuck avenue that spurred the decision of the district directors to put the plan into operation at the soonest opportunity. But, much earlier, the district was evolving plans to deter would-be bandits.

On May 27, the U.S. Department of Housing and Urban Development agreed to a requested grant of \$206,000, two-thirds of the total cost of a 16-month study into ways of reducing crimes on buses. Amalgamated Transit Union, as co-sponsors of the study, also is contributing . . . "

San Francisco Examiner

"Beginning July 14 Alameda-Contra Costa transit system will remove temptation for hoodlums to hold up buses. Day and night, drivers will carry no cash.

This will cause some inconvenience to patrons who neglect to carry tokens or the precise amount of the cash fare. But such inconvenience is certainly to be

preferred to the death or, as recently happened, the serious wounding of a driver.

The new procedure will be tried out for six months. San Francisco's Municipal Railway should closely follow the East Bay experiment and others in Washington and Baltimore. . . . "

Tribune Editorial Page

"The "no cash" fare program being launched by AC Transit, in an effort to reduce the number of bus holdups, will depend for its success upon the cooperation of a wider segment of the community than just the bus riders and AC Transit's staff. . . .

One of the biggest tasks in making the fare changeover with a minimum of public inconvenience is the establishment of

a sufficient number of bus tickets and token outlets.

AC Transit district officials are requesting the cooperation of retail business and banks in this effort. We hope the business community will give its assistance in broadening the ticket-token distribution system so that bus patrons will find it convenient to purchase their fares in advance. . . . "

Fuel tax relief bill becomes law; District to save estimated \$280,000

Legislation, which will save AC Transit an estimated \$280,000 a year in fuel taxes, became effective this month after it was signed into law by Governor Ronald Reagan.

The measure, authored by Sen. James R. Mills, D-San Diego, reduces diesel fuel taxes paid by privately and publicly-owned urban transit systems from seven cents to one cent per gallon.

The legislation materially aids transportation properties in continuing operations and relieves some of the financial burden placed on property taxpayers in underwriting costs of transit.

Because it concerns tax on diesel only, it does not affect money going to cities for local street improvements.

The Governor endorsed the bill several months ago and made it part of his legislative program. He emphasized the bill would assist minorities, the aged and low-income families by providing better transit services to and from work, particularly in core areas of cities.

Total exemption statewide amounts to about \$1,800,000, less than one tenth of one percent of the \$560,000,000 collected in gasoline and diesel taxes each year for highway and freeway use.



Orthopedically handicapped youngsters from the C. A. Whitton School were using regular District buses to attend a special summer recreation program, as result of a practice session arranged to put wheels under the children.

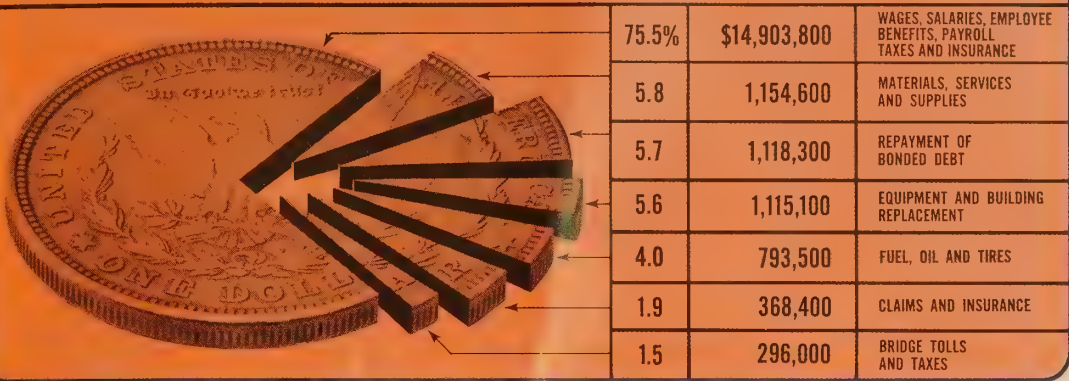
Training instructor George Silva worked with each child, explaining the best boarding procedure to fit each problem. They also learned how to pay a fare, how to sit down and how to leave. Especially, they were assured of driver cooperation, when it comes to handling wheel chairs and crutches.

After the class, 33 youngsters were able to use District buses to attend the summer program at the Cerebral Palsy Center for Alameda County.

FUEL TAX RELIEF — Governor Ronald Reagan signs into law legislation reducing diesel taxes paid by urban transit systems. Present were, from left: Miles Hoff, Stockton Metropolitan Transit District; John Wells, California Association of Publicly Owned Transit Systems; William Bourne, Sacramento Transit Authority; William Farrell, Long Beach Public Transportation Co.; Tom Prior, San Diego Transit Corp.; Robert Nisbet, AC Transit, and the Governor.



DISTRIBUTION OF EXPENSES 1968/69 FISCAL YEAR



Board adopts budget; costs up 6 percent

AC Transit will operate under a budget of \$19,749,700 during the 1968-69 fiscal year, continuing service improvements necessary for community growth despite costs which have escalated over six percent in a year.

The operating estimate, adopted by the board of directors, tops the spending program for the year just ended by \$981,900, an increase of 5.23 percent.

The budget projects a deficit for the fiscal period of \$460,300. Action on how to make up the deficiency was deferred until August, when the tax rate will be set.

Determination of final assessment valuation figures and complete reports on the District's revenue for the 1967-68 fiscal year could well cut the deficit, Alan L. Bingham, general manager, told

Service improvements given Approval by directors

Rerouting of Line 78-Carlson Blvd. to serve Crescent Park, new Richmond development, and extension of a limited number of trips on the line to the Bethlehem Steel plant at Point Pinole were approved by the Board of Directors.

Renewal of a special service contract with Sherwood Forest area of El Sobrante also was approved, assuring students of continued bus transit to DeAnza and Juan Crespi schools.

the directors.

The estimate loss also could be reduced materially or eliminated by application of a portion of the surplus remaining from this year or from receipts from government grants, Bingham said.

A week before the budget was adopted, the estimate was cut by State legislation reducing diesel fuel taxes paid by transit systems. The reduction became effective July 1.

Bulk of the increase in the cost of doing business was attributed to a 8.41 percent boost in expenses. Over 75 percent of the total budget, or 14,903,800, is earmarked for wages, salaries, employee benefits, payroll taxes and insurance.

Increased miles

The District expects to continue offering better transit, Bingham said, increasing annual miles operated from the present total of 24,432,000 to 25,000,000, a boost of 2.32 percent.

The budget allows for expenditure of \$1,154,600 for materials, services and supplies and \$1,115,100 for equipment and building replacement. Also allocated is \$1,118,300 for repayment of bonded debt.

The tax rate for the year just ended has averaged 19.2 cents per \$100 of assessed valuation for taxpayers in the Alameda-Contra Costa County service area.



SERVICES DETAILED—Work to be performed is detailed before start of hold-up study project. From left: George M. Taylor, project director; Alan L. Bingham, general manager; Dr. Paul Gray, Stanford Research Institute; Dr. Gordon Misner, University of California criminologist.

Work begins on bus crime study

Experts from University of California and Stanford Research Institute began work this month on the study project being piloted by AC Transit into means of reducing assaults and robberies aboard the nation's transit systems.

The study is geared to determine extent of bus crimes, what is being done to handle the problem and what can be done. The District's own experiences with the "Ready Fare" plan will be part of the study.

Heading the phase concerned with obtaining data on bus crimes will be Dr. Gordon E. Misner, visiting associate professor, School of Criminology, University of California.

Directing the phase concerned with investigation of technical and operational methods that might be applicable will be Dr. Paul Gray, senior research engineer, Systems Evaluation Department, Stanford Research Institute, Menlo Park.

To obtain data, criminologists will conduct field studies on the District's network to form a work pattern that then can be extended to four participating properties. Already committed as participants are Atlanta Transit System and Seattle Transit System.

Experiences of bus drivers, practices of police in handling such crimes, and what men in custody can suggest to discourage or prevent successful attempts will be evaluated. Views of transit and union representatives will be included.

The investigation of available and proposed technology will be conducted

simultaneously on participating transit properties. Small-scale experiments also will be conducted to verify feasibility of suggested deterrents.

Go-ahead on the project came with approval of a governmental grant of \$206,000, two-thirds of total cost of \$309,000. The national headquarters of Amalgamated Transit Union is contributing \$30,000. Transit properties are making their contribution in direct services.

A top criminologist will be consultant. Project director is G. M. Taylor, assistant general manager for administration.

Supply expert named As assistant manager

John A. Krajcar, 47, who has spent most of his life "ordering supplies and tracking things down," has been named assistant manager of purchases and stores.



Krajcar, of 3863 Huntington Street, Oakland, joined Key System in 1946 after World War II service with the Army Signal Corps in the Pacific—in in supply. He has been with the Dis-

trict since it went into operation. A widower, Krajcar divides his interest and help among six children.

His appointment was announced by H. D. Beebe, manager of the department.

AC/transit PASSENGER REVENUE . . . COMPARISON WITH PREVIOUS YEAR



Business growth pattern continues

The growth in business activity, recorded by the District during the first five months of the calendar year, continued in May, with passenger revenue and the number of riders carried showing a steady gain.

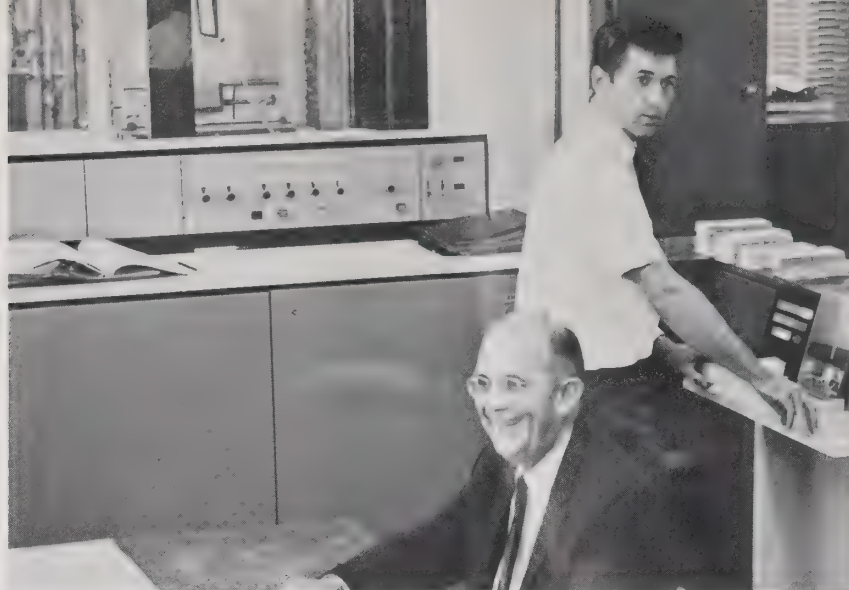
Passenger revenue for the month totaled \$1,262,264, up \$31,101 or 2.53 percent over the May, 1967 revenue of \$1,231,163. Revenue on East Bay lines was up 1.33 percent, while transbay continued its growth pattern with an increase of 4.14 percent, compared to the same month a year ago. Commute book sales totaled \$201,663, up 3.0 percent over sales of \$195,704 for May, 1967.

The number of passengers carried during the month totaled 4,714,020, up 1.65 percent over year-ago riding figures of 4,637,526. East Bay lines showed an increase of 1.03 percent, while riding on transbay lines was up 3.33 percent.

Operation costs during the month reached \$1,482,292, up 9.88 percent or \$133,270 more than year-ago expenses of \$1,349,022. The District operated 2,099,534 miles of service, an increase of 54,635 miles or 2.67 percent over mileage during the same month a year ago.

Total income of \$1,731,913 was sufficient to cover operational costs, depreciation and bond debt requirements.

The transit industry nationally indicated a riding decrease for the month of 0.97 percent.



ELECTRONIC BRAIN—New computer clicks through payroll under watchful eyes of John Ebbing, while John Stockman smiles approval.

Data processing moves into new era

The data processing department clicked and flashed into the advanced world of electronic information processing this month with delivery and installation of an IBM computer.

Appropriately, the computer was "christened" with the payroll—a job that will take four to six hours under the new system, compared to two and a half days under the old method. The computer—a 360 model 20—will replace unit record equipment in the department and will also have prime time available for additional applications in other activities.

Currently, its tasks include the writing of checks for employees and pensioners, including deductions and the W-2 forms at the end of the year. It also will post general books and trial balance. It will handle income statements, revenue ac-

counting, fuel and oil consumption accounting, claims reserve accounting, material and supplies distribution, inventory, accident statistics, accounts receivable and payable and bus mileage, according to John Stockman, data processing supervisor. Directing the new "brain" is John Ebbing, operator-programmer.

IN MEMORIAM

E. R. Newman, 96, of Orland, pensioned in 1948 from transportation department, died June 4. He entered service in December, 1925.

B. T. Toro, 67, of 2040 Coolidge Ave., Oakland, who retired in 1964 from maintenance department as a mechanic Class "A," died June 10.

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Alameda-Contra Costa Transit District

Vol. 11 No. 41

August, 1968

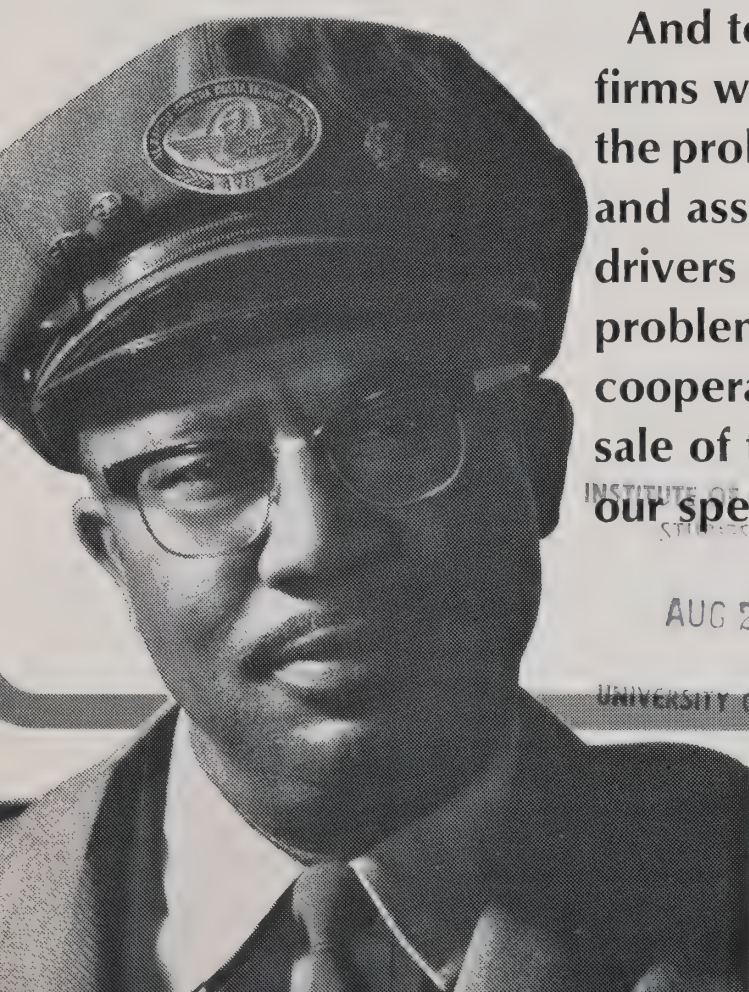
On behalf of the 1025 drivers of AC Transit buses I want to express appreciation to our riders for their fine cooperation in the ready-fare plan.

And to those business firms which recognized the problem of robberies and assaults on bus drivers as a community problem and are cooperating in the sale of tokens, our special thanks.

R. P. LIVINGSTON

AUG 28 1968

UNIVERSITY OF CALIFORNIA



OPERATOR R. P. LIVINGSTON, who survived three gunshot wounds suffered June 10 when he was held up aboard his bus.



E. Guy Warren

Robert M. Copeland

William H. Coburn, Jr.

John McDonnell

William E. Berk

Ray H. Rinehart

William J. Bettencourt

Actions of the Board

At a regular meeting July 24, the Board of Directors:

- Adopted resolution to give notification of election of three District Directors on general election day, Nov. 5, on motion of Director Coburn.
- Authorized District Secretary to receive qualification statements and deposits for handling of statements to candidates for Board of Directors, on motion of Director Warren.
- Approved the following recommendations of Finance Committee: creation of youth fare ticket books; preparation of specifications for requesting bids on order of additional tokens; evaluation of progress of "ready-fare" plan; and compensation of Operator Livingston for promotional services, on motion of Director Rinehart.

- Authorized \$600 reimbursement to Operator Livingston for meritorious services relating to promotion of "ready-fare" plan, on motion of Director Rinehart. (See story, Pg. 3)



At an adjourned regular meeting Aug. 14, the Board of Directors:

- Gave easement to City of Oakland for sewer construction at Seminary Division, on motion of Director Copeland.
- Approved creation of temporary position of Assistant Treasurer-Controller; position to be abolished when present Treasurer-Controller retires, on motion of Director Coburn. (see story Pg. 6)

District gains Continue strong

Year-end figures showed continued strength in District growth—highlighted by a \$301,876 surplus of income over expenses—enabling the District to end the year in the black for the second year in a row.

AC Transit also recorded a 1.64 percent increase in total passenger volume, for the fiscal year ended June 30, carrying 52,372,481 riders. Riding nationally decreased 1.29 percent for the same period.

The District reversed the three-year downward trend in riding on East Bay lines, as volume moved up one percent.

Operating revenues increased 3.08 per-

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DENNIS J. O'CONNOR Public Information Mgr.

cent over last year, while operating expenses soared 7.12 percent, reflecting increased labor costs and additional service mileage.

Wounded driver goes on goodwill tour

AC Transit driver Ralph P. Livingston, victim of a shooting aboard his bus on June 10, was back at work this month—but not driving a bus.

Although not fully recovered from his wounds, Livingston began a personal “goodwill” tour of the East Bay business community, thanking the hundreds of banks and stores participating in the sale of tokens for their help in making the “Ready-Fare” plan a success.

Everywhere he went, Livingston was welcomed by sympathetic well-wishers who seemed more anxious to personally commend the 15-year veteran driver for his heroic role than to receive his thanks for their help.

It was Livingston, 48, whose serious injuries—resulting from three gunshot wounds received during the June holdup—prompted the District to adopt the “Ready-Fare” plan starting July 14.

Over 400 business firms in the East Bay have volunteered to sell tokens—helping make tokens readily available to bus riders. “This unusual support by the business community has been a primary factor in the success of the program,” says Alan L. Bingham, AC Transit general manager, “along with the tremendous cooperation shown by our customers.”

Results promising

During the first 28 days the “Ready-Fare” plan was in operation, 3,164 redemption coupons were issued as refunds to patrons paying more than exact fares. They deposited \$2,342 in the fare box, with \$1,337 representing the amount of their overpayment. Only 470 coupons, worth \$325, were redeemed during this 28-day period.

Sales of the new 20 and 40-ride ticket books for East Bay riding, which went on sale August 1, showed promise.

Available by zone, the ticket books sell for \$4 and \$8 for 20 and 40-ride, single zone; \$6 and \$12, 2 zone; \$7 and



THANKS — Operator R. P. Livingston thanks Chester Yothers (left), owner of Plaza Drug Co., San Leandro, for helping in the “ready-fare” plan by selling tokens in his store. 400 other East Bay firms are being personally thanked by Livingston.

\$14, 3 zone; \$9 and \$18, 4 zone.

The new youth fare ticket book, selling 10 rides for \$1.50, went on sale August 19, and will be sold in most East Bay public and private schools beginning next month.

“Take-one” leaflets, listing outlets where tokens may be purchased, are available aboard all buses. Also included on the leaflet is a coupon for ordering the new ticket books by mail.

At the conclusion of the first month of the “Ready-Fare” plan, there had not been a single robbery attempt aboard an AC Transit bus.

Seminary wins treat

Drivers at Seminary Division tallied 13,843 miles per accident in July to beat the newly-revised higher safety goal of 13,000 miles. They celebrated with a treat of coffee and doughnuts.

Who was W. McSorley?



EARLY TROLLEY UNIT—At turn of century, unknown young boy drew this view of Oakland Transit Co. car and trailer.

If youngsters want to draw, encourage them—with crayons. And point them toward buses and other means of transportation.

The result, in decades from now, may be a scrapbook similar to one revered by trolley historians. It contains drawings of a lad known only as “W. McSorley”—and the date of May 4, 1900.

While the identity of the young artist is unknown, his ability is not.

Charles Smallwood, foreman at the Cable Car Barn and Visitors Gallery, at Washington and Mason Sts., San Francisco, considers the drawings extremely accurate—and those colored by crayon, indicate the paint job of the day.

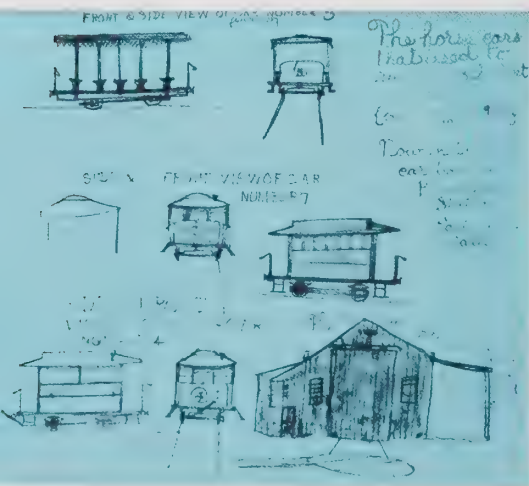
Smallwood purchased the book for a few cents in a bookstore in Oakland some 30 years ago and believes McSorley was an East Bay boy, who around the turn of the century, occupied himself by drawing street cars seen on local

streets, in San Francisco, and in car barns.

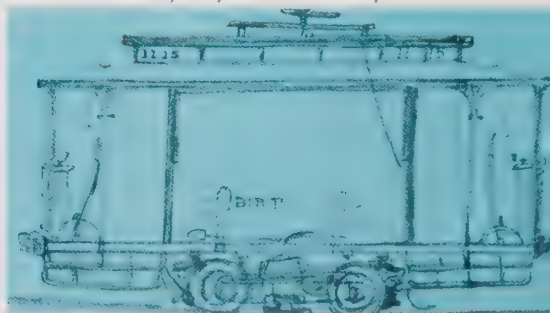
The boy’s eye for detail, which included numbering equipment, has proven invaluable for present-day historians. Many of the drawings showed East Bay cars after 11 independent electric railways had been consolidated into Oakland Transit Co., one of predecessors of Key System—and AC Transit.

A list of numbers on the cover, with descriptions such as “smashed, badly wrecked, not badly,” are cars which survived 1906 fire and earthquake and were sent to San Francisco “boneyard.”

One drawing, of an open car with a load of dirt in middle, long puzzled experts until photo finally confirmed accuracy. It showed car, same number on Ocean Ave. in San Francisco, 1907, working on after-earthquake road construction.



RECORD IN CRAYONS—“W. McSorley” made drawings left in Brooklyn car barn on 13th Ave., between East 11th and E. 12th about 1900. Drawing of car No. 1115 below puzzled historians until photo confirmed it was working on Ocean Ave. in San Francisco in 1907 after fire and earthquake.



Workers hit retirement trail

In 43 years in transportation, there was hardly any phase of work missed by *George L. Harrison*, 65, retiring Sept. 1 as schedule analyst.

Harrison went to work for Key System in 1925 as a street car motorman at Northern Division in Richmond and later transferred to Central Division.

He moved from there to motor coach headquarters at 45th and San Pablo and subsequently worked as dispatcher, chief clerk and chief dispatcher. In the middle 1940's, Harrison was made assistant superintendent at Division 2, serving until he moved "up stairs" as a schedule analyst in 1950.

Harrison, who lives at 1083 Via Palma, San Lorenzo, plans now to catch up on woodworking projects and on reading. One goal is ancient history—right from the beginning.

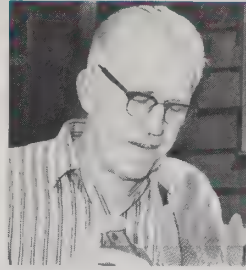
T. E. "Tommy" Powers is turning in his "brass" Sept. 1, shortly before his 63rd birthday to "go along for the ride" on a new house and "country squire" living in Cloverdale. Tommy ended his career on Line 59/76 after putting in a



lot of years on "them all". He started as a motorman on the street cars in Jan., 1930, and started his seniority all over again as a bus driver at Western car barns in 1932.

He worked as a supervisor from 1942 to 1949, spent the rest of the years behind the wheel. Powers lived at 5345 Shafter Ave., Oakland.

Retirement has given more time to *R. L. "Lee" Brushwiller* to tend the display of over 120 varieties of cactus plants he has in a dot-sized plot in front of his cottage at 1801 Rose St., Berkeley. He also is waiting patiently for one rare variety, the "Turkish Temple" from Africa, to bloom.



Lee Brushwiller

in perhaps another year.

Brushwiller went to work for Key System in 1946 and had been at Richmond since 1951. After a September operation, he plans to do some traveling.

No time was lost by *Henry "Hank" Southern*, 65, who left San Pablo, the day after he retired to move his mobile trailer to Paradise. From there, Southern and his wife were headed for a travel trailer trip and some fishing in Oregon and Washington.

Southern went to work for Key System in 1943 after driving a truck in the bay area. He spent almost 25 years at Emeryville Division, driving mostly on trans-bay lines.

For *O. J. Miller*, 61, who recently lost his wife, retirement meant a driving trip around the United States alone, instead of the joint adventure long planned. Miller planned to return to his home at 2400 109th Ave., Oakland, to take up a hobby of woodworking. He entered service in 1942.

Mose Jordan, 62, of 547 North Street, Oakland, a utility service employee at Emeryville Division, plans to "try to stay out of trouble" during his retirement by taking odd jobs. He went to work for Key System in 1946. Jordan worked at Emeryville shops before moving to the division.

P. E. Pearman, 49, of 4028 San Juan St., Oakland, who retired July 1 after a long illness, went to work in 1945 at the shops as a service employee. He left train work in 1958 for buses at Seminary Division.

Brushwiller, who already has waited seven or eight years to see an orchid-like flower grow from the pointed end of the cactus—it looks like a football—figures he'll be rewarded

Treasurer-Controller to retire; New finance head named

Retirement of John F. Larson, District Treasurer-Controller for nearly nine years, and appointment of his successor was announced this month by Alan L. Bingham, general manager.

The newly-appointed replacement for Larson will be Robert D. Tough, 46, who has resigned his post as Treasurer-Controller for the Theo. Hamm Brewing Co., St. Paul, Minnesota, to enter the transit field. Tough will assume District duties in September as assistant general manager for finance and will take over as Treasurer-Controller when Larson retires.

Tough, a 1949 graduate of San Jose State College, received his master of business administration degree in business from Stanford University in 1952. He is a native of Chicago, Illinois and was raised in Richmond, California.

Tough joined Hamm's in 1957 and served in several executive accounting positions in the San Francisco plant before being transferred to the St. Paul headquarters in 1962.

He previously served as senior auditor of the accounting firm of Touche, Ross, Bailey and Smart in San Francisco for four years. Prior to that time he was controller with a Palo Alto real estate concern.

Tough was commissioned a pilot by the Air Force during World War II and recently resigned as a director of the Northeastern State Bank of St. Paul, Minnesota.

Larson, 67, who joined the District in 1959, is scheduled to retire December 31.



John Larson

He was chief financial officer for the world-wide Winslow Engineering and Manufacturing Co., prior to joining AC Transit, and was formerly Treasurer-Controller of a major Los Angeles power transmission and hearing distribution firm. During World War II, he headed the accounting department of the busy California Shipbuilding Corp., active in government contracts. With nearly 50 years of accounting and financial experience, Larson has also been associated with Laborde and Hoover, a certified public accounting firm, Stauffer Chemical Co., Santa Fe Railway, and General Petroleum Co.

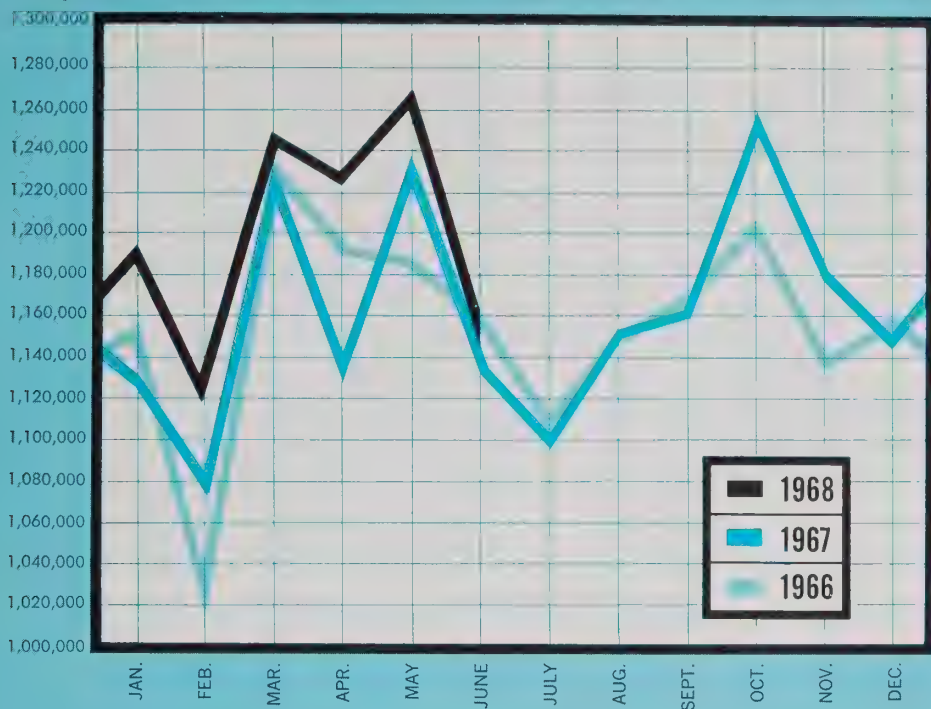
"We are certainly going to miss the financial talents and good judgment of Mr. Larson," said Bingham, "however, we feel that Mr. Tough comes to the District with exceptional capabilities, particularly in the area of data processing and computers, and will offer a great deal to AC Transit in years to come."

District employees offered Free chest X-rays

The Tuberculosis and Health Association of Alameda County will have its Chestmobile at Emeryville Division on September 3, 4, and 5 for the convenience of District employees who wish a free chest X-ray.

The service will be available between the hours of 8:30 a.m. and 4:00 p.m. on each of these dates.

AC/transit PASSENGER REVENUE . . . COMPARISON WITH PREVIOUS YEAR



Business activity holds steady

The District's pattern of steady growth leveled off in June, with passenger revenue showing a slight gain. The number of riders carried during the month decreased slightly, although transbay travel continued to grow.

Passenger revenue for the month totaled \$1,143,811, an increase of \$10,110 or up .89 percent over year-ago revenue of \$1,113,701. Revenue on transbay lines was up 2.73 percent, while income from East Bay lines was down .48 percent. Commute book sales totaled \$187,536 up 2.7 percent over sales of \$182,694 recorded in June, 1967.

The number of passengers carried during the month reached 4,116,451, down .26 percent compared to the riding count of 4,117,136 made in the same month, a year ago. East Bay lines showed a passenger decrease of .68 percent, while riding on transbay lines was up .84 percent.

Operation costs during the month reached, \$1,411,874 up 1.40 percent or \$19,535 more than year-ago expenses of \$1,392,339. The District operated 1,916,590 miles of service, a decrease of 18,740 miles or .97 percent over mileage for the same month, a year ago.

Total income of \$1,562,345 was sufficient to cover all operational costs and depreciation but left a deficit of \$36,503 with bond debt requirements.

The transit industry nationally indicated a riding decrease for the month of 4.57 percent.



SMILING FACES—The Oakland Park Department's "Free Wheeler" has its own happy face—and a matching smile by driver David Bell at left. Driver Oscar Owens wears ranger hat for start of service arranged by East Bay Regional Park District and AC Transit to regional parks.

Hop a park bus for vacation fun

AC Transit buses were flying pennants and wearing happy, summertime looks this month in separate activities designed to get people out into the parks to enjoy vacation fun.

In a new experiment, special direct bus service was being operated to Tilden Regional Park and Lake Chabot in Anthony Chabot Regional Park, under an agreement between the park and transit districts.

At the same time, the Oakland Park Department's "Free Wheeler" was carrying capacity crowds around Lake Merritt on Sundays — sporting a smiling "face," topped by a beanie and a propeller.

The regional park buses, called the "Tilden Tripper" and the "Chabot Clipper," were operating seven days a week to encourage maximum use of the parks by youngsters in urban areas and by people unable to drive.

Regular fares were being charged, but

no zone collections were being made on the special buses. If patronage fails to meet expenses, the park district is making up the deficit.

The Oakland Park Department bus offers free riding around Lake Merritt on Sundays to solve parking congestion problems. Visitors are invited to park away from crowded areas and use the "Free Wheeler" to reach attractions. Funds for the service is provided through promotion funds supplied by the concessionaires around the lake.

The popular bus took on its new look after park department craftsmen made a mouth, cheeks and nose from plywood, which can be fastened easily to the bumper. The headlights form the "eyes", while the windshield represents the forehead. The face is topped by a perky plywood cap, which carries the "Free Wheeler" name on the bill. And on top is a whirling propeller.

The service runs into September.

Alameda-Contra Costa Transit District
Latham Square Building
Oakland, California 94612

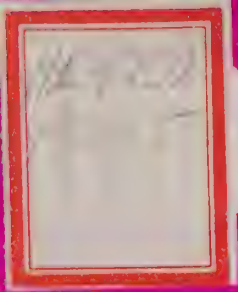
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Alameda-Contra Costa Transit District

Vol. 11 No. 151

September, 1968

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*W. D. Norman, Golden Wheel winner
Twenty-year record of safe driving*



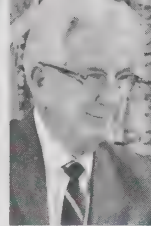
E. Guy
Warren



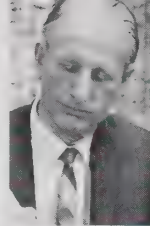
Robert M.
Copeland



William H.
Coburn, Jr.



John
McDonnell



William E.
Berk



William J.
Bettencourt



Ray H.
Rinehart

Actions of the Board

At a regular meeting Aug. 8, the Board of Directors:

- Adopted revised operating estimate for 1968-69 fiscal year and a resolution establishing a consolidated tax rate of 19.2 cents, on motion of Director Rinehart. (See story below)

At an adjourned regular meeting Sept. 11, the Board of Directors:

- Referred bids for minting of new tokens to staff for study and report back to the Board, on motion of Director Coburn.

- Authorized advertising for bids on new fuel contract, on motion of Director

Coburn.

- Reaffirmed boundaries of District wards for election purposes, on motion of Director Coburn.

- Accepted report of Advertising and Public Relations Committee, on motion of Director Copeland.

- Approved hiring of engineer, preparation of specifications and advertising for bids for new bus cleaning equipment, on motion of Director Warren. (See story, Pg. 9)

- Adopted resolution opposing constitutional amendment on November ballot limiting local property tax revenues, on motion of Director Warren.

Fares, tax rate kept at same level

AC Transit will keep the same fares and property tax rate during the coming fiscal year, even though expenses are expected to increase 4.8 percent.

The final operating estimate approved by the Board of Directors totaled \$19,748,000, an increase of \$898,700 over the amount of funds expended during the 1967-68 fiscal period.

Despite escalating costs, the District expects to end the current fiscal period with a net surplus of \$12,500. Although the Board of Directors voted to retain present fares and the consolidated tax rate of 19.2 cents per \$100 of assessed valuation, studies were begun on how to best meet financial expenditures of the future.

The District expects to maintain a continued increase in passenger growth, with a gain of 1.5 percent in passenger revenue during the present year.

An increase in assessed property valuations also is expected. Additional savings, totaling approximately \$280,000 annually, will be realized from recent State legislation reducing diesel fuel taxes paid by the District.

Total operating expenses reflect a 7.9 percent increase in the cost of labor. The labor bill, including fringe benefits, accounts for 75.4 percent of the budget.

Although the tax rate remains the same individual tax bills in Alameda and Contra Costa counties are being adjusted under assessment equalization formula required by State law.

In Alameda County, the new tax rate will be 19.7 cents per \$100 of assessed valuation, a slight increase over the 19.5 cent rate in effect last year. The Contra Costa County rate was set at 17.3 cents, a decrease of nearly one cent below last year's levy.

Veteran driver honored for record

Behind wheel and with customers

A flip of a coin put William “Doug” Norman, 66, in second spot in seniority with AC Transit, but a long safe driving record has given him a number one place—first driver to tally 20 years without a chargeable accident.

Norman’s years of service as an outstanding driver — and the District’s “safest” operator, won him the Golden Wheel Award for Distinguished Service this month.

“Doug” was presented with his award by Alan L. Bingham, general manager, at a meeting of the Board of Directors, and congratulated for superior rating as to ability, trustworthiness and the manner in which he treats his customers.

The Golden Wheel winner tallied his 20 years of safe driving record in February and now is well embarked into the 21st year.

According to G. G. Wadsworth, safety engineer, Norman is a “real pro,” who knows “how to drive.”

Mechanics of driving

“He knows all the mechanics of good driving and he’s intelligent and alert enough to practice them. He has the kind of blank pages on his safety record that we enjoy looking at.

“Norman just does an all-around good job.”

The operator, who lives at 3843 Coolidge Ave., Oakland, has his own answers for what makes a safe driver. He believes it’s “just using common sense.”

Safe driving is driving for other people. You must have complete alertness at all times and stay on your toes,” Norman said.

He started to work for Key System as a street car conductor Dec. 21, 1925, at the same time as veteran driver J. R. Hahn. The two flipped a coin to decide seniority and Norman lost. He’s now next to Hahn with the longest service record.



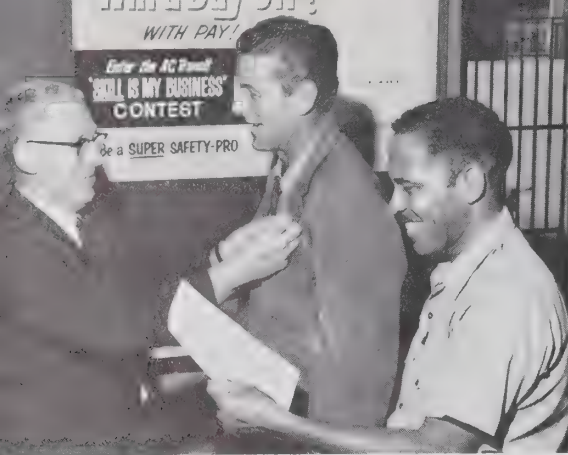
SAFEST DRIVER—William “Doug” Norman, right, first driver to tally 20 years without a chargeable accident, receives Golden Wheel certificate from Alan L. Bingham, general manager.

Norman switched from streetcars to buses in 1927 and with 41 years behind the wheel, is one of the “old pros” among operators. His most jarring memories, however, date back to streetcar days and the motorman who was such “a fast operator he was cited for speeding 55 miles an hour on University Ave. in Berkeley. That was in 1926, imagine!”

The same motorman made such sudden starts, passengers would be thrown against the windows and occasionally, one would put a shoulder through the glass, Norman recalls.

One of the driver’s favorite hobbies is tying trout flies, which he sells or gives away—or uses himself on fishing expeditions. He plans to retire next year and is giving thought now to going into business, selling coins.

An appropriate occupation, he thinks, for a long-time bus driver.



Who's a Super Pro? Contest underway to Test driving skill

SAFETY PROS—Safety engineer G. G. Wadsworth "pins" drivers H. B. Robertson, A. D. Miller.

A day off—with pay—will be the reward for the District's top "super safety pro" in a new contest which rolled off in high late this month.

The "Skill is my business" contest was open to all bus drivers at each division. Three winners will be picked every two weeks for the day-off prize.

Banners announced the contest, while posters carried entry blanks and the simple contest rules. The entry blanks featured a traffic situation with three possible answers. The driver is to select an answer and drop it in a contest container.

At this point, luck enters the game.

A drawing will be held at each division among the entries with the correct answer and a winner chosen to receive the paid day off. A new contest will start every two weeks.

All operators were given "safety pro" badges at the start of the contest and those who participate by turning in entries were being "pinned" with "super safety pro" buttons.

The contest is designed to encourage drivers to "think safety," drive like a "pro" and give full encouragement and help to the District's accident prevention program, according to Gordon G. Wadsworth, safety engineer.

Youth starts own fleet with toy bus

One of the happiest boys in town this month was Collin Jones, 14, of 231 Makin Rd., Oakland, who won the District's "rarest" prize—a toy bus—in a drawing at the "Toy Fair" staged by television station KBIK, channel 44.

AC Transit participated in the fair to promote the sale of its new youth fare tickets, developed as part of the "Ready Fare" plan which has eliminated monetary stock carried by bus drivers.

Although the District had only five bus models, it decided to give away one of the coveted toys to help call attention to the children fare tickets. At the same time, the possibility of having additional model buses manufactured was under investigation.

Collin, son of Mr. and Mrs. Charles Jones and a student at James Madison Junior High, picked up his prize at an appropriate setting—in front of a real coach at Seminary Division.



'Ready-Fare' plan held 'real success'

The District's experience with "no cash on buses" has been "a real success" story during the first six weeks of operation under the new Ready-Fare Plan.

The threat of holdups and shootings seemingly has disappeared from the network. There have been no robbery attempts aboard buses since the "Ready-Fare" plan of riding was inaugurated July 14.

Passengers are riding just about as easy as ever—but with more security than most riders in major cities across the nation.

Revenue has continued to grow. Daily passenger income for the period since the plan was put into effect, through Aug. 31, showed an increase of three percent compared to a similar period a year ago.

As of the Aug. 31 date, 4,031 refund coupons were issued to passengers without exact fares, but only 686 redemptions were made. The refunds averaged 69 cents.

The public is able to buy tokens at over 400 outlets. They also can buy East Bay ticket book, at token rate, and youth fare ticket books, by mail or in person.

Although there has been a significant drop in the use of tokens, a decrease of about 17 percent, the District is not getting back through the fare boxes the



NEW TOKENS—New tokens, which the District plans to mint, will include the "Ready-Fare" insignia at left. The other side will be unchanged.

amount being distributed to stores and businesses that sell them.

During the first five working days last month, the District delivered 339,500 tokens or an average of 48,500 a day to outlets. During the first seven calendar days, only 305,118 tokens, or an average of 43,590 were dropped in fare boxes, indicating patrons were buying larger quantities than normal and keeping them for later use.

As result, stocks are being depleted to fill requests and a new minting has been authorized, which will give the District its second issue since the first AC Transit tokens went on sale in 1961. The new issue will look the same as the present District token, except for an added "Ready-Fare" insignia.



REMEMBER THESE?
—Some of the tokens in use on East Bay and San Francisco streetcars and early buses recall memories for many a transit rider. AC Transit's token can be added to this collection, the property of Harre Demoro, Oakland Tribune writer.



Our 'Stockholders' Write

The bus service has been very good. I like it better *this* way (no money on buses) It speeds up the transportation, and the bus drivers have not appeared to be so harassed. They like it, too! I asked all of the drivers. I ride two buses to work. I hope it continues to be so good!

Florence Skeer
Oakland

* * *

. . . . a burglary occurred in this city and the person believed responsible was observed by a gardener . . . he gave chase . . . and stopped and asked *M. M. McMillan*, coach driver 1717, to radio police assistance. This was promptly done by Mr. McMillan. . . . Mr. McMillan was able to identify a photograph of the suspect which enabled this department to apprehend him . . . I feel you are fortunate in having a driver as alert and helpful as Mr. McMillan. I ask that you commend him for his fine assistance . . .

Louis E. Guider
Chief of Police
Piedmont, Calif.

* * *

I am writing to find out what can be done about the problem of the habitual smoker on coaches. I know you have a "No Smoking" sign posted in each coach. To what extent can the driver enforce the "No Smoking" . . . there has been a particularly obnoxious problem as result of an habitual smoker's selfishness. This

is on a transbay line . . .

Dr. Lee Nutting
Berkeley

(Our operators have no police powers . . . and no effective means of enforcing the "No Smoking." They can merely ask for cooperation. If refused, they are instructed to take no further action, since expectantly, it would lead to controversy and delay.—Ed.)

* * *

. . . Driver #368 (*H. L. Hornage*) took a load of cerebral palsied youngsters from the United Cerebral Palsy Center to Tilden Park . . . and went with the youngsters on their hike. There were not enough people to push wheelchairs, so the driver helped us in this way the whole day. It was a very tiring hike and the day was hot, but with this gentleman's help, it was a great success . . . Please extend to him our thanks.

Dale Dawson
Oakland

* * *

. . . I want to take this opportunity to commend the AC Transit Company for the splendid service that I have experienced for over the past several years, when we have used charter services to bus our many student groups. I would particularly like to commend *Mr. Russ Benninger* for his constant interest and assistance whenever we have needed your services . . .

E. Rollin Silfies, director
Music Recreation Program
Oakland



UNITED CRUSADERS—Participating in the “kick-off” dinner which launched this year’s fund drive for United Crusade were, from left, seated: N. P. Alevizos, G. L. Modjeski, A. L. Bingham, general manager; C. E. Pedersen, Crusade speaker; W. G. Skilling, chairman; Avonne Bradshaw, D. J. Potter. Standing: C. J. Hipsley, L. H. Minear, Arthur de Spiganovicz, R. M. Detloff, J. D. Goodman, H. D. Beebe, Carl Knutson, G. A. Ashmore, A. R. Lucchesi, R. H. Bertz, W. E. Antwiler.

Off and rolling on United Crusade; Campaign aims for full participation

Workers had additional reason to give their “Fair Share” to the United Crusade this month as campaign leaders aimed for 100 percent participation in the annual drive for funds to support 176 Bay area Crusade agencies.

Alan L. Bingham, general manager, set the keynote for this year’s participation at a “kick-off” dinner for departmental representatives.

“This is a time when management and labor can link arms to help people and their needs,” he said.

“Our physical and mental problems have increased and will continue to increase. The need is great.

Community help

“A tremendous segment of the community has come to our help with support of the “Ready-Fare” plan to assure the safety of our drivers and passengers.

“This is the year, perhaps more than other years, when we should extend our support to the public in return, by giving a “Ready-Fair” share to the United Crusade,” the general manager declared.

C. E. “Ed” Pedersen, retired principal of the Berkeley Adult School, as dinner speaker for the Crusade, pointed to the facts which “tell the story” on last year’s campaign results.

All benefit

One out of every three persons in the area benefits directly from the United Crusade—and almost everyone benefits in some way, he pointed out.

In 1967, the Crusade helped 360,000 youths, 295,000 senior citizens, 65,045 families and children and an untold number of service men and victims of disaster.

“Many people need help to help themselves,” Pedersen said. “Thousands were overlooked last year because of lack of funds.”

The drive again will concentrate on participation by all departments and on “Fair Share” giving of one hour’s pay per month for those earning less than \$10,000 a year and one percent of annual income for all earning more than that amount.

Systems "go" on bus crime study

The study project being piloted by AC Transit into feasible methods for reducing assaults and robberies of bus drivers, expanded into national scope this month with "all systems go."

A report on the project, launched by the District with financial assistance from the U.S. Government, was featured at the opening day session of the annual meeting of the American Transit Association in Cleveland, O. on Sept. 16.

Taking part in the presentation and making the introductions, was George M. Taylor, project director and assistant general manager for administration.

Meeting highlights

Dr. Gordon E. Misner, visiting associate professor, School of Criminology, University of California, spoke on the program from the viewpoint of the criminologist. Dr. Paul Gray, senior research engineer, Systems Evaluation Department, Stanford Research Institute, gave the viewpoint of the systems analyst.

The first meeting of the advisory council also took place at Cleveland, preceding the ATA convention.

Alan L. Bingham, general manager, presided, introducing council members, including representatives from four participating cities, Atlanta, Chicago, Seattle and Washington, D.C. The council includes a representative from the national headquarters, Amalgamated Transit Union, co-sponsor of the study.

On the agenda, along with the project director, Dr. Misner and Dr. Gray, was Dr. Donald R. Cressey, noted criminologist, who is serving as consultant.

Dr. Cressey, who will review and summarize the findings resulting from the 16-month study on bus crimes, cause and possible solutions, spoke on evaluation. Dr. Cressey is professor of sociology, University of California at Santa Barbara and has long been prominent in the field of crime and human behavior.

A federal grant of \$206,000 is covering two-thirds of total project costs. The study to determine most promising methods for reducing bus crimes is expected to benefit the nation's entire transit industry.

No more highsigns From Supervisor Smith

Supervisor L.E. Smith, 68, who has waved hundreds of buses to their loading zones at the Transbay Transit Terminal in San Francisco over the years, plans to direct things on a quieter level now in retirement.

Smith, who turns in his brass effective Oct. 1, has been signaling buses at the terminal "since about 1938. They were still running trains upstairs when I was made supervisor and went to work on swinging the buses around the loop in front of the building."



During the years, Smith moved up to where the trains used to run and during peak hours, signals around 300 buses through Lane 2, lining them in place.

He went to work on the Key System at Central Car Barn in 1922 as a conductor and progressed through the ranks as a motorman, operator on one-man cars, then an early bus driver.

Smith lives at 1330 Elm Street, El Cerrito, and plans to begin retirement by painting his house and garage.



Let's Go Exploring

**"Sunshine Trails"
Tour booklet issued**

A new issue of "Sunshine Trails," the District's popular tour book, rolled from the presses this month with a bright "face" and a different approach to adventuring by bus.

The booklet, produced with the theme of "Let's Go Exploring," features trips that can be made within the service area with different buses, a "bit of walking and enough time to enjoy a sightseeing holiday."

The transit excursions are suggested as fun trips, comfortable and unharassed. They are presented with the invitation to "park your cares . . . relax in the sun, wander through the hills and look down on the Bay . . ."

The edition features 40 pages of riding ideas, including new attractions. It will be available at Chambers of Commerce and other informational locations, as well as through Transit Information.

Equipment to give buses cleaner look

A brighter, cleaner look for buses was in prospect this month as the District moved to acquire vacuum-type cleaners and a modern, brush-a-round bus washer

for installation at Seminary Division. The cyclone type cleaners will automatically "inhale" papers, debris and dust from the interiors, providing more efficient daily cleaning of the inside of coaches.

Plans call for installation on each of the three fuel lines, with a common, elevated trash house.

The wrap-around washer will give buses a complete brush bath, including the front and rear sections, which presently have to be washed by hand.

With the new equipment, buses would be sent "to the showers" every night, instead of every other night, rolling clean from the yard every morning.

Costs of the equipment was estimated at \$98,000. If the units prove satisfactory, consideration will be given to acquiring similar equipment for other divisions, to improve the "shiny" look for the entire fleet of 688 buses.

Richmond operators set Safe driving record; Top goal for fifth time

Bus drivers at Richmond Division have chalked up a new all-time record for infrequency of accidents, giving passengers their safest ride yet.

The operators drove 18,817 miles per accident in August, surpassing the record of 18,601 miles set by the same division in September, 1965.

Richmond drivers will collect another free treat of coffee and doughnuts for surpassing the safety goal for the fifth time this year. Emeryville operators also topped the goal of 13,000 miles per accident with a tally of 14,568 miles, to share the treat..

Win a wife

New advertising campaign gives the word: Ride the bus. Save.

How much do you save by riding the bus? Enough for a mink . . . and a trip to Hawaii . . .

A new advertising campaign, to be launched by the District near the end of the month, will show what can be done with money saved by riding AC Transit. The program, designed to lure motorists from automobiles onto buses, will be built around the costs of operating a private car for city travel.

Copy, based on recent studies by U.S. Bureau of Roads, will show the costs of operating a car approximates 12 cents a mile. What can be done with that money will be the theme of the campaign.

The first of the series will carry the headline, "Win a Wife." The illustration will show a young wife registering joy as her husband places a mink stole around her shoulders. The copy will say: "Win a wife. Ride the Bus. Save. Buy her mink."

The message will appear in news-



paper ads, both dailies and weeklies, and on large outdoor painted bulletins, 60 feet by 20 feet. The photograph will be painted in full color. Three radio stations will carry the same message.

Following the "Win a wife" theme, another "glamor" approach will be taken. The large billboards will feature a color scene of Hawaii, with a bus in the foreground, and the line "Ride the bus . . . to Hawaii . . . on what you save riding AC Transit." Newspaper ads will take the same approach in black and white.

The 1968-69 advertising program includes the use of outdoor billboards, daily and weekly newspapers, television and radio. King size bus posters also are used.

The new campaign was developed by Scott-Hermansky advertising agency.

Cal State students get own timetable

Students at California State College at Hayward not only are able to ride direct to the campus for morning classes with AC Transit, they have their own "psychedelic" timetable to aid them "take a bus to school."

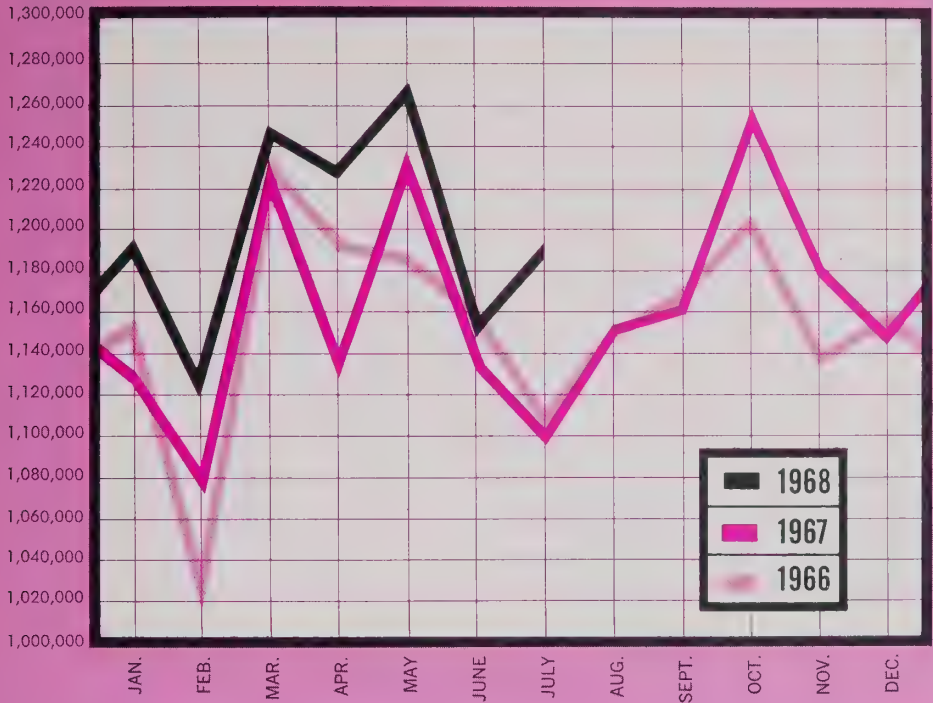
The schedule, printed in shades of red and purple, details lines and time points for service connections with the main campus Line 91A. Included is the schedule for new direct service provided by extending a trip on Line 30 express from West Grand Ave. and Broadway in Oakland direct to the college, in time for 8 o'clock classes.

The timetable features a map of service in the downtown Hayward area, making it easy for students to use buses for school traveling. It is being distributed to all students.

Pensioned driver dies

Luther L. Wilson, 63, of 1114 Evelyn Ave., Albany, pensioned June 1, 1967, with plans of "taking it easy for awhile," died on August 31. He entered service in 1945, spent last driving years on the Treasure Island line. He worked out of Emeryville Division.

AC/transit PASSENGER REVENUE...COMPARISON WITH PREVIOUS YEAR



Revenue and riding show healthy gains

Business activity was brisk in July, with both passenger revenue and the number of passengers carried showing an increase.

Passenger revenue totaled \$1,183,350, up \$86,560, or 7.89 percent over last year's total of \$1,096,790. The number of riders using District service totaled 4,166,476, a 6.21 percent increase over the 3,922,774 who rode in July of 1967. Commute book sales jumped 30.9 percent, to a total of \$230,664, compared to sales of \$176,237 in the same period a year ago.

Revenue from East Bay lines swung back into the black with a total of \$664,521, up 7.11 percent over last year. Transbay revenue continued its growth, with a total of \$518,829, an increase of 8.91 percent.

The passenger count on East Bay lines showed a boost of 5.63 percent, while transbay riding was up 7.69 percent.

Operation costs during the month reached \$1,515,791, up \$203,146 or 15.48 percent over July, 1967. The District operated 1,972,921 miles of service, an increase of 118,859 miles or 6.14 percent over mileage for the same month a year ago.

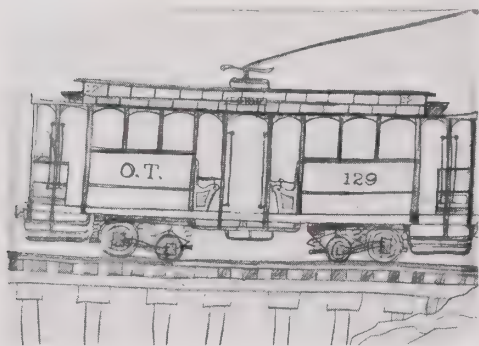
Total income of \$1,623,377 covered operational costs and depreciation, but left a deficit of \$83,612, in meeting full bond debt requirements.

The transit industry nationally indicated a riding decrease for the month of 5.46 percent.

Puzzle solved; work Of artist identified

Transit historians may have wondered "Who was McSorley?", the boy who sketched trolleys, cable cars and horse cars around the turn of the century, but not his many friends who still live in the East Bay.

Everybody, it seemed, knows the young artist was the late William T. McSorley, veteran Alameda County court



Work of William T. McSorley

reporter, whose skill with a pencil was well known to childhood friends.

The question as to McSorley's identity, asked in *Transit Times* and in a subsequent article in the *Oakland Tribune*, brought a deluge of answers.

McSorley drew pictures of trolley cars on slates and in his own scrap book, some of those friends remembered. His brother, A. Sterling McSorley of Walnut Creek, also recalled visits to the old car barn at 14th Ave. and East 18th St. to look at equipment.

Transit-Times

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Historians consider McSorley's drawings of early equipment extremely accurate and an important record because of car numbers and exact detail.

Charles A. Smallwood, foreman at the Cable Car repair shops in San Francisco, found the scrap book in a second hand store in Oakland some 30 years ago, but had no clue to the identity of the young artist. The book contained only the name: "W. McSorley" and the date: "May 4, 1900."

It was only after *Transit Times* asked the question that it developed McSorley was well known indeed. Superior Judges Folger Emerson and William J. McGuinness were among those who recalled McSorley as a dexterous court reporter, son of a one-time Oakland police captain. McSorley, who died in 1940 at the age of 48, now is credited—28 years later—as a major contributor to bay area transportation history.

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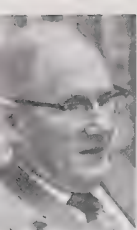
Alameda-Contra Costa Transit District

Vol. 11 No. 6

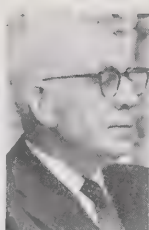
October, 1968

A new image for transit





E. Guy
Warren



Robert M.
Copeland



William H.
Coburn, Jr.



John
McDonnell



William E.
Berk



William J.
Bettencourt



Ray H.
Rinehart

Actions of the Board

At an adjourned regular meeting Sept. 25, the Board of Directors:

- Awarded contract for furnishing one million bus tokens to Meyer and Wenthe, Inc., on low bid of \$16,570, on motion of Director Coburn.

- Authorized General Manager to expend up to \$1,000 in determining feasibility of operating electric bus through

BART underwater tube at time of dedication, on motion of Director Copeland.

* * *

At regular meeting Oct. 9, the Board of Directors:

- Authorized staff members to participate in National Safety Council and Transit Data Summaries Group, on motion of Director Bettencourt.

District to direct transit tests

The East Bay will be used for testing the most imaginative concepts of local, feeder-type transportation under a "transit laboratory" proposed by AC Transit.

The district would direct studies into all types of transit, including ideas far beyond those considered feasible now.

In outlining plans for the "transit laboratory," Alan L. Bingham, general manager, told the Board of Directors that although the most modern and sophisticated type of rapid rail transit is being built today, this is only part of the urban program required for a full system.

"We need to consider an effective collection and distribution system that's just as modern and bold, to round out the complete program," Bingham said.

Ideas such as "Dial a Bus" and transit expressways also would be studied and tested by the District to meet future regional needs, the general manager said.

High priority would be given to consideration of a high speed express system linking the Oakland Airport, the Bay Area Rapid Transit District's coliseum station and the coliseum itself.

Other possibilities deserving study would include:

Personalized transit service between the BART station in Berkeley and the University of California.

(Continued on Page 8)

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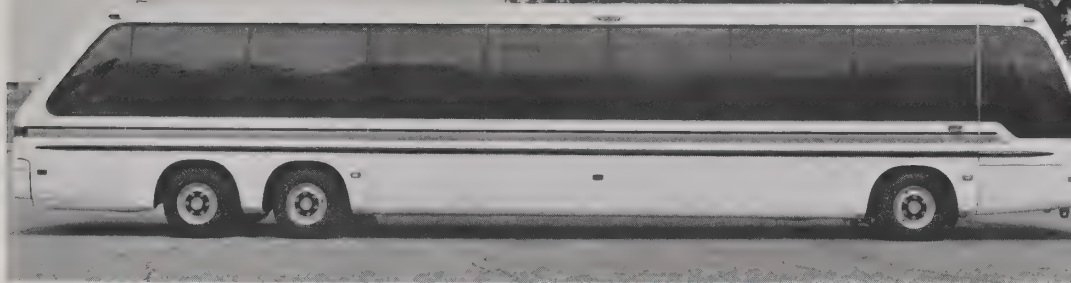
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New revenue record

New revenue records were chalked up on Friday, Oct. 4, as \$53,911 dropped into fare boxes on East Bay and transbay lines, surpassing the Nov. 3 high of \$53,219. Intercity express buses collected \$3,452 the same day, topping the previous high of \$3,409 tallied Feb. 23.



New bus moves transit into jet age

A sophisticated new bus, imaginative, comfortable and different, may receive its initial testing on AC Transit's network when it makes a debut before the public.

The District has asked to have the experimental vehicle for operation on its lines, giving passengers a chance to ride a bus which promises to move the industry into the jet age of urban transportation.

The bus, called the RTX (Rapid Transit Experimental), is being developed by the GMC Truck and Coach Division of General Motors. A production date cannot be determined until work is completed, but GMC officials hope to complete work on the model for demonstration use next year, according to Alan L. Bingham, general manager.

Bingham, one of the first officials to view the bus and be briefed on the development, said the District had strongly signified its interest in acquiring the model for local experimentation.

He said there were a number of questions still to be resolved, but it appeared

the model would be an exciting competitor for the rail cars of the Bay Area rapid transit system.

Under development for several years, the bus is powered by a gas turbine engine, which would provide greater acceleration, with lower maintenance costs, than the diesel-powered engines now in use. The gas turbine also would provide a quieter power plant and would assist smog control.

The bus has a number of innovations, including a suspension system that allows it to "kneel" at stops with curbs, reducing the step height as much as three inches.

The frame is welded, rather than riveted, and constructed in five-foot sections, so that the bus could be manufactured in varying lengths.

Padded seats

The current model, 40 feet long, features lounge type seating, with padded seats for 28 persons spotted in casual manner.

A good portion of the coach is made of quadruple density glass, which will give riders a wide-angle, "tinted" view far beyond the confines of the vehicle.

The handicapped would find ramps and a hoist platform for wheelchairs, while the blind would have the advantage of a metal strip on floor carpeting, plus a Braille bus stop reader.

Other passenger conveniences include an audio-visual communications system which would announce bus stops, destinations and other traveling information. Heating and air conditioning units are separated into zones, to permit more individualized temperature control.



Drivers take off on Own pursuits after Turning in "brass"

TWO-WHEEL PRO—George H. Patterson starts retirement in style on trusty bike.

There's no rocking chair in prospect for George H. Patterson, 71, who welcomed retirement as a chance to hop on his motorcycle and enjoy "all outdoors" in trips around the country.

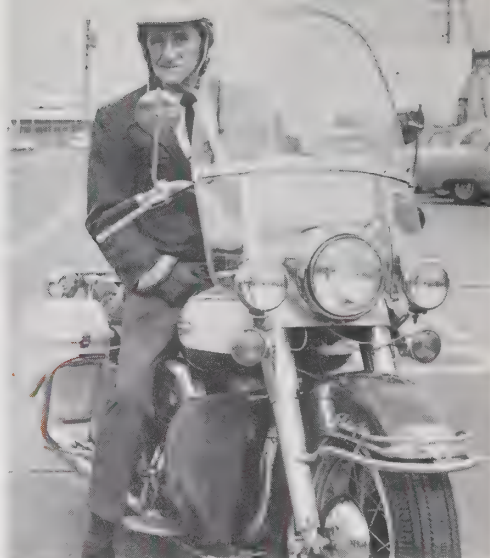
Patterson, who has been riding a "bike" since 1912, began his retirement with a week-end run to Yosemite with a motorcycle club. Ahead is a cross country jaunt to Maine.

A bus driver since 1958, Patterson went to work for Key System in October, 1944, on the trains.

Patterson admits to "expensive hobbies," including activities as a ham radio operator.

"I talk around the world. Mostly we handle messages from servicemen to home," he reported. The operator commuted from his home at 747 12th Ave., San Francisco, to Emeryville Division, but plans now to move to Redwood City.

Roses, which have brightened many a day at Richmond Division, will be missing along with William R. Papworth, 59,



of 1911 Burbeck Ave., Richmond, who has taken his retirement.

Papworth, who tends 200 rose bushes and grows prize-winning blooms, has another hobby, target shooting in competition. A trip to Colorado is ahead.

He started work in July, 1946, as a streetcar operator and switched to bus driving two years later.

George Arthur Umble, 67, who has been on sick leave since August, will take his retirement Jan. 1. Umble keeps busy "being neighborly and helping out" near his home, 1542 Lincoln St., Berkeley.

He and his wife of 48 years also share a number of hobbies, including ceramic and plastics.

Umble went to work on the one-man streetcars in 1936 and became a bus driver about a year later. He's worked out of Richmond Division 20 years.

HOBBIES—Retirement will give William Papworth, left, and George Umble, below, time for fun activities.





FAIR SHARE GIVERS — L. H. Minear, above left, collects United Crusade pledges from R. H. Bent, B. J. Brewer and D. P. Boyer. G. A. Ashmore, right, accepts pledge of H. S. Hunter.



Workers give to United Crusade

More employees than ever were participating in the United Crusade this year, giving the District a record in total gifts as the campaign went into closing stages.

By Oct. 10, some 1,061 workers had signed for gifts of \$16,565, as compared to pledges of \$15,800 at the same time last year, according to W. G. Skilling, chairman. The number of "Fair Share" givers also was up, with 127 pledging one hour's pay each month or more to Crusade agencies.

Among "Fair Sharers" were:

Executive and General Offices

A. L. Bingham, Virginia Dennison, W. G. Skilling, Henry Paterson, C. H. Ptomey, Sharon Moniz.

Emeryville Division

Transportation: D. J. Potter, D. L. Billings, A. I. Bradshaw. Charter: R. L. Beninger. Schedule: W. E. Robinson, R. P. Videll, H. W. Fell. PBX: Harriet Pangelinan. Bridge terminal: C. M. Walker.

Supervisors: J. W. Hacking, R. W. Umble, W. E. Howe, R. G. Botell, A. P. Valtakis, H. J. Dupuis.

Maintenance: E. A. Williams, C. B. Bailey, Mario Benassi.

Operating: D. F. Lackie, A. F. Taylor, R. W. Johnsen, Elijah Howard, Murphy Williams, Jerry Williams, Jr., J. T. Lennear, A. J. Guillemette, R. D. Bruce, A. R. Blackmon, R. L. Edwards, D. R. Wilson, C. B. Anderson, W. C. Williams, D. L. Mitchell, C. L. Gross, T. B. Petersen, R. J. MacDonald, B. L. Tomlin, Leroy Boardman, E. G. Brew-

ster, Herbert Driver, D. J. Hrbacek, E. J. DeVeiga, V. G. Bowen, C. E. Miller, E. A. Bigler, M. C. Chuba, David Harper, Eligie Williams, G. L. Modjeski, J. D. Goodman, L. S. Roudabush, A. M. Williams, Hershel Edwards, J. L. Johnson, J. M. Prince, D. O. Mann, M. M. Champagne, W. A. Anderson, F. O. Guillory, Max Senteney, David Taplin, Willi Wilms, J. E. Jodoin, E. A. Thibeaux, M. N. Reece, J. W. Cartwright, J. R. Williams, Adolph Mitchell, M. M. Paulson, J. D. Anderson, R. W. Matthews, R. C. Cartwright, P. L. Huntsman, Frank Andrews, B. L. McFarland, S. L. Morgan, R. E. Draht, B. E. Reynolds, R. R. Blair, T. N. Wing, D. E. Wendell, A. S. Lewis, W. E. Eyman, Calvin Bryant, Daniel Wilson, Jr., F. O. Cascadden, Dorothy Torrenza, H. H. Christian, G. W. Annis, L. W. Smith, N. A. Jefferies.

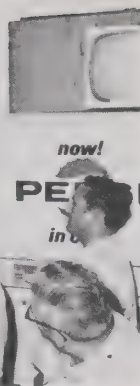
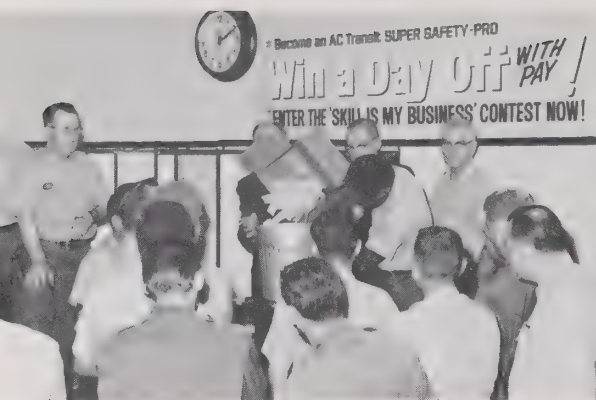
Richmond Division

Operating: L. H. Minear, M. C. Bircher, W. L. Kersey, J. E. Jeffries, J. A. Hunt, J. L. Fabiano, F. A. Tyler, G. T. Gurschke, D. P. Boyer, C. B. Miller, R. H. Bent, C. E. Ballard, B. J. Brewer.

Seminary Division

Maintenance: H. S. Hunter.

Operating: R. M. Detloff, P. W. Hadden, H. B. McPherson, H. J. Mertell, L. L. Vadrnais, R. F. Briscoe, H. K. Price, T. L. Teal, C. R. Miller, G. G. Vasconcellos, F. R. McKee, J. L. Dobbie, E. N. Dawson, J. H. Hodges, R. F. Brosamer, Lonnie Abner, Louella Quinton, Melvin Matthews, J. D. Vestal.



Skill is My Business

DRAWING — Entries in safety contest go in barrel.

The first three bus drivers enjoyed days off with pay and other drivers could anticipate a chance at the same prize this month as the District's safety contest zoomed off with enthusiasm.

The "Skill is my business" contest brought out full participation, according to the look of entry blanks which jammed boxes at each division.

G. G. Wadsworth, safety engineer, said 1,000 entry blanks went into the boxes before the first contest closed. At the drawing, one operator shook up the barrel-full of blanks, while another driver reached in a hand to pick out a slip. If the answer to the printed safety quiz was correct—as expected—the driver won the

day off with pay.

First winners included: W. R. Quinones from Seminary Division, B. J. Brewer, Richmond Division; and R. E. Matthews, Emeryville Division.

All had the right answers as what to do in a specific traffic situation.

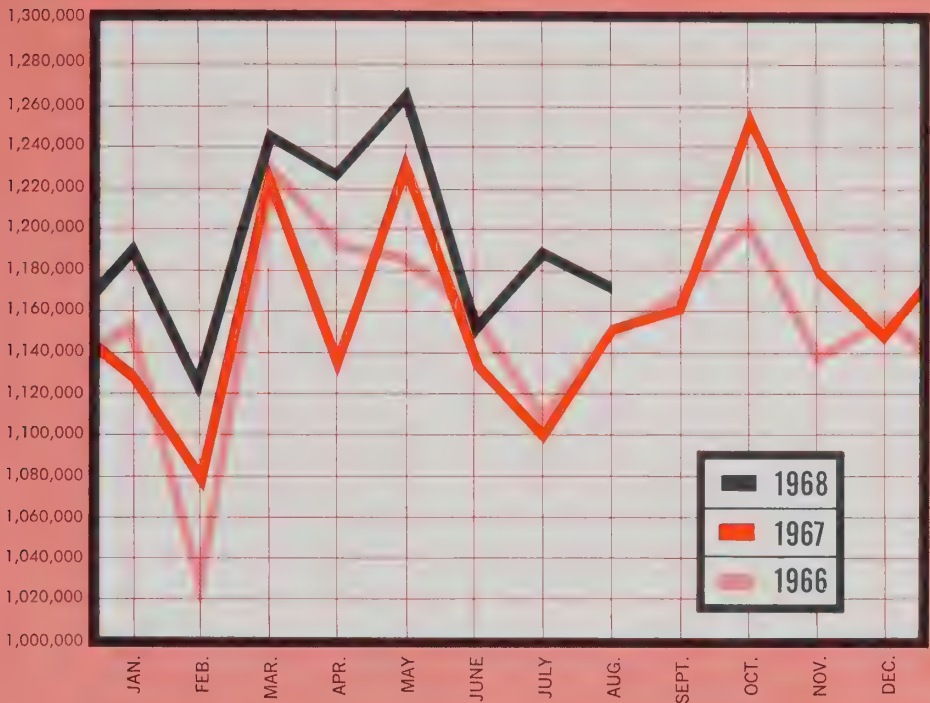
A new contest starts every two weeks, following the drawing.

Drivers were pinned with "Safety Pro" badges at the beginning of the first contest and with "Super Safety Pro" badges at the start of the second contest. Colorful banners and posters have been other "attention getters in launching the effort to encourage bus drivers to "think safety" and drive safely.

SAFEST DRIVERS—Richmond drivers, right, collect coffee and doughnuts for surpassing safety goal — fifth time this year. Sharing treat were Emeryville drivers below, who also topped safe driving "bogey."



AC/transit PASSENGER REVENUE . . . COMPARISON WITH PREVIOUS YEAR



Gains shown in operating experience

The upward swing of business continued in August, with passenger revenue and the count of riders showing a slight gain.

Passenger revenue totaled \$1,169,125, an increase of \$21,103 or 1.84 percent over year-ago revenue of \$1,148,022. The number of riders carried on District buses totaled 4,056,824, up .22 percent over the tally of 4,048,028 riders in August, 1967. The riding count on East Bay lines showed a decrease of .46 percent for the month, while transbay lines tallied an increase of 1.86 percent.

Revenue on East Bay Lines was \$648,287, up 1.47 percent over last year. Transbay lines, consistent with a steady growth pattern, recorded revenue of \$520,838, an increase of 2.31 percent. Commute book sales continued to gain, with a total of \$215,700, up 11.5 percent over sales of \$193,458 made in August a year ago.

Operation costs during the month totaled \$1,446,120, up \$61,405 or 4.43 percent over expenses of \$1,384,715 for August, 1967. The District operated 1,985,172 miles of service, an increase of 23,331 miles or 1.19 percent over year-ago mileage.

Total income of \$1,610,055 covered operational costs and depreciation, but left a deficit of \$25,634 in meeting full bond debt requirements.

The transit industry nationally indicated a riding decrease for the month of 2.38 percent.

What the Editors are saying about transit

Tribune Editorial Page Transit Experiment

Alameda-Contra Costa Transit District's recently-announced plan to seek special federal aid in its effort to test new bus equipment and methods in the East-bay should be encouraged.

Because the district is now running a successful bus system it might be relatively easy to sit back and leave the major transit problems of the future for Bay Area Rapid Transit District to untangle.

BART, if its own financial problems are ever resolved, is no more likely to provide final answers to the problems of urban traffic congestion than did the advent of freeways.

There will have to be a complex feeder system to and from BART stations.

And BART alone will do little to alleviate essentially local transportation needs.

If we are ever to check the endless cycle of needing to provide more roads and more parking spaces for more and more automobiles, public transit will have to prove its superiority over the automobile as a mode of urban transportation.

The new methods and equipment suggested for extensive testing by AC Transit—including futuristic buses powered by gas turbine engines—may some day provide the extra inducement which will make a coordinated public transportation network truly attractive and effective in the battle against traffic congestion.

Testing lab for transit proposed

(Continued from Page 2)

Special service between the BART station in Hayward, downtown Hayward and the State college.

Individual cars holding two to four riders, traveling on exclusive guideways.

Bingham said preliminary talks had been held with Alan S. Boyd, secretary, U.S. Department of Transportation, concerning the possibility of federal financ-

ing. Meetings also will be held with East Bay groups interested in different phases of future transit.

The general manager proposed setting aside certain board meetings in months ahead so representatives of firms developing different transportation innovations could appear and make a presentation on their ideas.

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Transit-Times

AC Transit

Vol. 11 No. 7

November, 1968



SEASON'S GREETINGS

Actions of the Board

At an adjourned regular meeting Oct. 23, the Board of Directors:

- Adopted low bid of Shell Oil for fuel and petroleum products, on motion of Director Coburn.
- Adopted service revisions and extensions, on motion of Director Bettencourt.
- Declared intent, upon approval of Federal grant, to authorize issuance of order to General Motors for manufacture and delivery of 30 new coaches, on motion of Director Rinehart.
- Authorized continuance of insurance against vandalism, on motion of Director Rinehart.
- Adopted resolution requesting exemption from uniform accounting requirements, on motion of Director Coburn.

At an adjourned regular meeting Nov. 6, the Board of Directors:

- Authorized staff to execute agreement with Comsul, Inc., to analyze and evaluate telephone services, on motion of Director Rinehart.
- Approved adjustment in fire insurance protection embodying \$1,000 disappearing deductible provision, on motion of Director Coburn.
- Authorized inauguration of special football express service between Bay Fair, San Leandro and Oakland Coliseum, on motion of Director Rinehart.
- Adopted resolution establishing policy on role of District in future transportation planning, on motion of Director Bettencourt. (See story below.)

Directors favor continued direct voter Control over local transit service

East Bay voters should continue to have direct control over operation of their bus system.

AC Transit directors reaffirmed this conviction this month in adopting a resolution concerning the District's future role in regional transportation planning.

The transit board noted it was the voters who created the District, voters who approved a bond issue to put the District into operation, and voters who directly elect their directors to control and guide operations of their transportation system.

Directors took the position that residents should continue to have this choice, including how service meets individual neighborhood needs.

The board held that functions of AC Transit are subregional and not basically the responsibility of a regional government. Therefore, they found, the District should remain a separate, independent and autonomous public agency, continu-

ing to be directly answerable to its citizens, fulfilling a policy set by voters.

The resolution also affirmed these points:

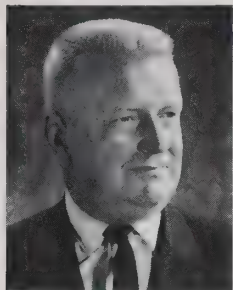
- In order to maximize usage of public transit facilities, service to be operated by AC Transit will be coordinated with and complementary to operations of the regional rail rapid transit system. In fulfillment of this concept, the District will provide such local, express and transbay services to the public as necessary to assure a total and complete urban mass transportation system.
- The District is ready to cooperate with areas outside its present boundaries to provide local services and distribution services to rapid transit stations.
- The District will continue to study and cooperate with local, state and federal agencies in developing a "transit laboratory" for testing and operating new and imaginative concepts of local and feeder-type transportation.

Large majority returns directors

Three incumbent members of the District's Board of Directors were returned to office this month by decisive majorities.

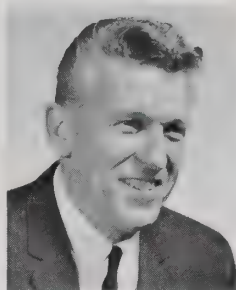
Voters in Alameda and Contra Costa counties turned out to re-elect William E. Berk as director of Ward II; William H. Coburn, Jr., director of Ward I, and Ray H. Rinehart as Director at Large.

Vice-president of the board and a director since 1960, Berk was opposed on

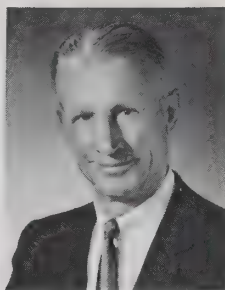


W. H. Coburn, Jr. was unopposed, first was elected a direc-

tor in 1958. A Berkeley attorney, he is active in local legal and civic affairs. Rinehart, Piedmont certified public accountant, has been a board member since 1963. Well known for his contributions to community service, he faced ballot opposition from J. Howard Arnold, Berkeley industrial process planner; Richard W. Windrich, Hayward merchant; and Willie Witt, Jr., Oakland government employee.



Ray H. Rinehart



William E. Berk

Holiday bus to carry international message

The traditional decorated bus will roll this year during the holiday season, bringing residents a gay, international message of good cheer, expressed in languages of the world.

Appropriate to the cosmopolitan inheritance of Bay area citizens, the bus again will feature "world-wide" Santa Clauses, proclaiming "Happy Holidays" in languages from around the globe.

The District's own "international" St. Nick, Nicholas P. Alevizos, considered the longest practicing Santa in the East Bay, will carry his merry greetings to as many cities as possible on the first day of operation, Nov. 29.

He will broadcast the District's greetings from a sleigh pulled by twinkling reindeer, perched on top of

the decorated bus. As always, he will have a full pack of free candy canes to distribute to children.

The bus, painted gold, green and red, will feature cutouts of Santa Claus, reading holiday cheer messages



in different languages.

Passengers will be able to ride the bus by payment of usual fare—in exact change. No zone charges will be made.

(Continued on Page 8)

Development of duo-bus under way

Sparked by AC Transit's succesful experimentation with its articulated bus—the Freeway Train—American bus manufacturers were engaged this month in developing a duo-bus that could meet national transit needs, as well as local East Bay requirements.

Preliminary engineering work was under way at the Ohio plant of Flxible, manufacturers of several types of passenger vehicles.

An artist's drawing of one design under consideration shows a low-level, double bus of approximately 60 feet in length, with seating for some 70 persons. The District's experimental Freeway Train is the same length, but carries 77 passengers in unusual luxury.

Two-and-a-half years of experience with the Freeway Train demonstrated a duo-bus can carry more riders in greater comfort and at less cost per passenger than regular buses, leading the District to pursue acquisition of additional articulated coaches.

Double buses already are manufactured and widely used in Europe and contact has been made with several overseas firms to determine if their designs can be converted to American standards. As a result of District interest, coach builders in this country have joined in considering development of units which would meet local needs, as well as State operating requirements.

Flxible is involved in contacting major transit operators across the country to determine if a sufficient number of ord-

ers can be obtained to proceed with manufacturing.

AC Transit management particularly is interested in use of duo-buses on the MacArthur Blvd. corridor, where transbay buses now have a top frequency of one-and-a-half minutes in peak hours.

Service improvements Given green light

Keeping pace with residential expansion, directors have approved the first transbay commute service for areas along Skyline Blvd. and upper Sequoyah Rd.-Hansome Dr.

Initially, morning and afternoon trips will be provided by extending Line V-Crestmont buses into the hilltop neighborhood, starting Dec. 2.

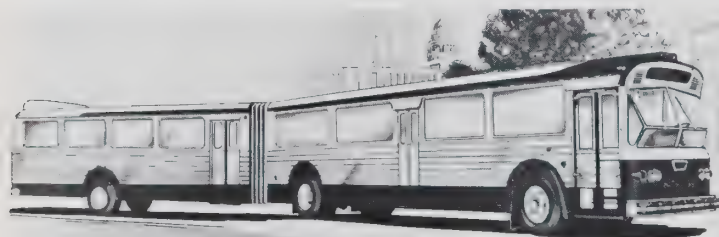
Inauguration of a new transbay express for residents of the Grass Valley area also was approved, as soon as patronage warrants the addition.

Other improvements include:

Direct night time and Sunday service between downtown Oakland and Montclair, starting Dec. 1.

Operation of Saturday service on Line 90 and Line 93A, to give shoppers in south Alameda County additional transit to downtown areas and shopping centers. Service began Nov. 2.

Line 63 was extended to Mecartney Rd. and Verdemar Dr., Bay Farm Island, while Line 18-Lakeshore was extended to upper end of Wala Vista Ave.



CONCEPT—An artist's design of an articulated bus under consideration by one coach manufacturer, Flxible, shows a low-level unit, with seating for approximately 70.



CAREFUL WORKERS—Employees of purchasing and stores department share recognition for working over three years without lost time due to job injuries. From left, seated: George Akers, Olivia Amaral, Gerald Flanery, State Compensation Insurance Fund; Howard D. Beebe, department manager; William Morris, district manager of State Fund; Alan L. Bingham, general manager; Rebecca Obregon, John Krajcar, Jason Alexander. Standing, from left: Robert Goforth, Robert Dunn, Edward Rogers, Edward Keaton, Thomas McIntyre, Victor McNeely, Max Berger, Lawrence Butler, Tony Moreno, Lex B. Patton, John Abeyta, Louis Gilmore. Missing from photo is Albert Grier.

Workers prove they "think safe"

Another safety achievement award was posted this month by purchasing and stores department—but any hammering was done with care.

The department was recognized for working 125,000 man hours without a personal injury and the 19 employees are

District workers not only think safety as far as the riding public is concerned. They think—and act—safely on the job, with a low experience rate in time lost for personal injuries.

As result, AC Transit now has the largest percentage reduction in State Fund insurance premiums of any employer in the state.

Premiums have been reduced 67 per cent, due to the District's history of outstanding employee safety, according to William Morris, district manager of the State Compensation Insurance Fund.

excellent record and saving the district hundreds of thousands of dollars each year. Attending with him was Gerald Flanery, supervising safety representative.

Alan L. Bingham, general manager, responded that beyond whatever was saved was the fact that "you are a healthy people—well and hearty and with the incentive to work safely, thinking before you do."

He added the District also was thinking of "incentive," and of trying to help people who want to move ahead by providing them with advice and instruction, such as night classes, to develop skills and better equip employees to do a better job.

The award was the second for purchasing and stores. Last year they received recognition for working two years without a lost time injury.

San Leandro "joins team"

Football express service from Bay Fair Shopping Center and downtown San Leandro, was added this month to the network of "specials" operated by the District to home games of the Oakland Raiders. The buses carry fans direct to entrance tunnels at the Coliseum.

united in efforts to add a few more thousand hours to the record.

The plaque for working three years and two months with no lost time due to on-the-job injuries was presented to the workers at a luncheon hosted by H. D. Beebe, department manager.

William Morris, district manager of the State Compensation Insurance Fund, in presenting the award, told workers they were contributing to AC Transit's

Financial pilot of District turns job Over to successor



SMOOTH SAILING—JOHN F. Larson, fifth from left, begins retirement with the best wishes of men he has served with, including, from left, Directors William J. Bettencourt, William E. Berk, John McDonnell, board president, Alan L. Bingham, general manager, Directors William H. Coburn, Jr., Robert M. Copeland, Ray H. Rinehart and E. Guy Warren.

John F. Larson turned the “keys of the treasury” over to his successor this month, retiring as treasurer-controller of the District he helped to set up in business.

Taking over is Robert D. Tough, 46, who resigned his post as treasurer-controller for the Theo. Hamm Brewing Co., St. Paul, Minn., to join the District. He has been serving as assistant general manager for finance pending Larson’s retirement.

Early officer

Larson, 67, joined the District in its formative days in 1959 and was instrumental in establishing its vital financial structure.

He piloted the financial conversion of the system from private to public operation and directed the investment of funds to produce additional yield of income with safety.

Larson is credited with phenomenal success in estimating annual revenue and expenditures involved in the District’s total operations.

During his years as administrative officer, the budget has grown from \$11,-591,300 for the 1961-62 fiscal year to a current estimate of almost \$20,000,000.

During his years with AC Transit, Larson inaugurated application of modern data processing techniques, climaxed by

installation in July of an IBM computer. He considers acquisition of the computer the highlight of his career.

Standby equipment was being returned, he noted, and by the end of December, the transition of 170 applications will be completed and time would be available for other activities.

Larson will retire to a vacation home at Vacaville, but plans to head both north and south. He’ll spend some time at Palm Springs and in southern climes before traveling to Canada.

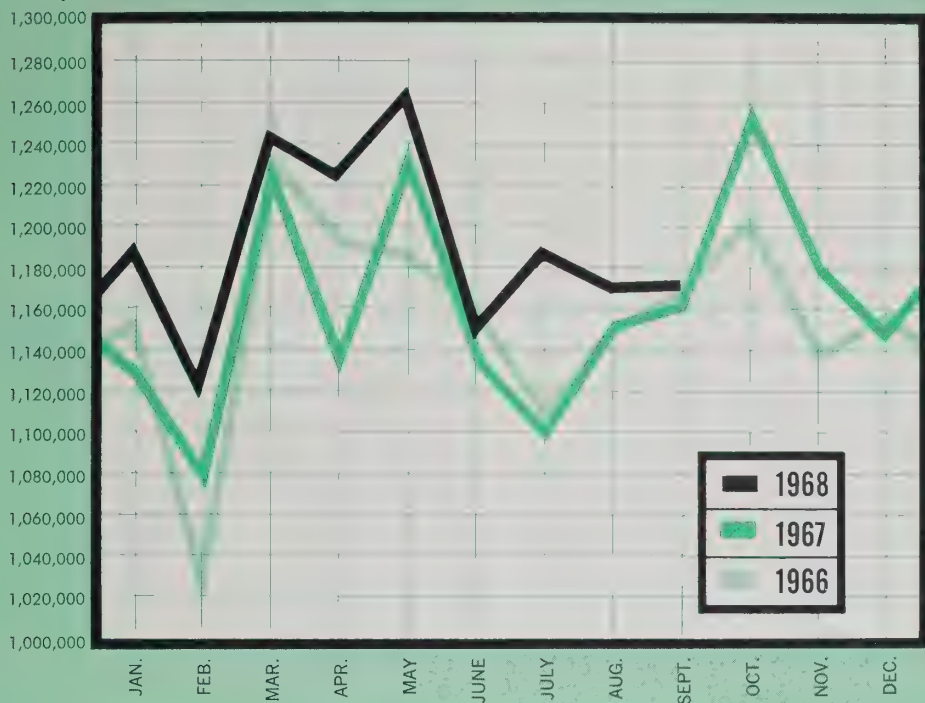
Operator takes aim At additional trophies

Where to put the trophies may be the next question for E. R. Haynes, 60, of 406 Athol Ave., Oakland, whose retirement Jan. 1 will give him additional time for a hobby of skeet shooting.

Haynes, a collector of guns, as well as trophies, takes part in regular shoots and is well known as a “Dead-Eyed Dick,” who usually walks off with top honors.

He went to work in Dec., 1947, as a street car operator, switching to bus driving a year later. Before retirement, he worked out of Emeryville Division. Future plans include traveling and some hunting and fishing.

AC/transit PASSENGER REVENUE . . . COMPARISON WITH PREVIOUS YEAR



Passenger revenue holds steady

Fare box revenue held its own during September, but the number of riders carried showed a slight decrease.

Passenger revenue totaled \$1,171,143, an increase of \$11,497 or .99 percent over year-ago revenue of \$1,159,646. The number of riders carried totaled 4,256,223, down 1.30 percent over last year's tally of 4,312,141. Transbay riding continued to show growth, with a gain of .97 percent. The riding count on East Bay lines showed a decrease of 2.12 percent for the month, as compared to September, 1967.

Revenue on East Bay lines totaled \$670,549, down .98 percent over the same month a year ago. Transbay revenue appeared solidly in the black, with a total of \$500,594, an increase of 3.76 percent. Commute book sales also showed a healthy gain, with a total of \$206,826, up 15.9 percent over sales of \$178,499 made in September a year ago.

Operation costs during the month totaled \$1,469,474, up \$99,836 or 7.29 percent over year-ago expenses of \$1,369,638. The District operated 1,937,150 miles of service, an increase of 35,668 miles or 1.88 percent over mileage for September, 1967.

Total income of \$1,613,351 covered operational costs and depreciation, but left a deficit of \$43,994 in meeting full bond debt requirements.

The transit industry nationally indicated a riding decrease for the month of 3.05 percent.

Happy Holidays

(Continued from page 3)

During the rest of the season, the decorated bus will operate in regular service, beaming out with taped Christmas music.

Two women operators, Adele Bosco and Priscilla "Pat" Grap, also will continue a District tradition, dressed in red and white costumes, riding buses to hand out candy canes—along with traveling information.

Veteran Santa

For Alevizos, it will be the 29th year he has been a "Santa in transit." He first welcomed commuters as a volunteer St. Nick in 1939, after playing Santa Claus several years previously for enjoyment of crippled children.

It will be the sixth year in a row a bus has been transformed into a traveling message of good will—and the third year that Santa and his helpers will bring a jolly greeting to commuters at the decorated Transbay Transit Terminal in San Francisco.

The holiday party at the terminal will be in the tradition of a nostalgic custom of fading memory, the Christmas parties once held on the Key System's ferry boat, the *Yerba Buena*.

Long a cherished practice, the party was held on a San Francisco-bound trip in the morning, with commuters foregoing their usual trip to crowd the *Yerba Buena* "practically to the water line," according to Walter Oeding, executive secretary to the general manager.



WERE YOU THERE? This was Christmas, 1936, on ferry boat *Yerba Buena*, as commuters took part in traditional party.

All of the ferry boats had Christmas trees and photographs show the merry-makers gathered inside or on the stern, whooping it up around a musical group. Camp Fire Girls, dressed in Key System capes and hats, distributed free commute book holders. Community singing, balloons and streamers were the order of the day.

Parties continued on the boats until Christmas in 1938, a month before opening of train service on the Bay bridge. A party the following year at the terminal "didn't seem the same" and festivities were dropped until AC Transit revived the tradition.

ST. NICK WARMS UP—Nicholas P. Alevizos tries out 1968 sleigh.



What the Editors are saying about transit

The Daily Review

HAYWARD

AC Wise to Snub New Regional Plan

Directors of the Alameda-Contra Costa Transit District have acted in the best interest of both the bus-riding patrons of the District and the taxpayers who help support it by declining to commit AC Transit to participation in a proposed regional transit agency.

As suggested by the Bay Area Transit Study Commission, the regional body would eventually assume control over Bay Area Rapid Transit, airports, sea-ports, major bridges, and even major highways throughout a nine-county area.

There is nothing in the record of met-

ropolitan agencies to suggest that the interests of Alameda and Contra Costa County taxpayers would be better served by creation of a new echelon of government than by the present independent autonomous agency.

To the contrary, there is more reason to believe that responsiveness to local needs and desires for the bus service provided by AC Transit would only diminish if its policy making role were handed over to an agency such as the proposed metropolitan transport organization.

Employees turn in top Performance in giving To area United Crusade

Employees again proved they were "behind the wheel," giving a final push this month to the United Crusade with an increase in cash and pledges and a jump in number of "Fair Share" givers.

The District's total was \$18,500, with 1200 employees participating, 81 percent of employment rolls. The same percentage gave last year, for a total of \$16,929. The number who pledged one hour's pay each month or more tallied 139, as compared to last year's 97 "Fair Share" givers.

Added to "Fair Sharers" previously noted were:

Bus drivers W. H. Hutcherson, G. R. Hall, J. N. Alder, Ralph Rubin and James Davis, Emeryville Division; Operator Remo Benedetti, Richmond Division; and A. W. Perry, Emeryville maintenance.

Campaign leader G. L. Modjeski received special plaudits for signing up 86 of the "Fair Share" givers.

Meetings on transit Thinking proposed

Exploratory meetings to consider possible future transit needs in the East Bay have been proposed by AC Transit.

In suggesting a meeting with Oakland Port Commission officials, Alan L. Bingham, general manager, predicted development of high speed, convenient mass transportation to the airport will become one of the top-priority needs.

He proposed a conference with top representatives from the Port, the Oakland Coliseum and BART, to discuss possible transportation services between the three locations.

Bingham also noted he is planning to meet with representatives from cities to determine local thinking on future transit requirements.

Safety goal goes Up as operators Show driving skill

Drivers at all divisions had a new mark to shoot at this month, a safety goal of 13,100 miles per accident.

The goal was boosted Nov. 1, only four months after it was set at 13,000 miles. In July, 1967, it was 12,750 miles per accident, but has been moving up steadily since, as driving records improved.

Both Richmond and Seminary Divisions beat the "safety bogey" in October to win the free treat of coffee and doughnuts. Since the first of the year, Richmond has moved into the winners circle six times; Emeryville Division five times and Seminary, three times.

In the "Skill is my Business" contest, second round winners to collect a day off with pay included: L. J. Fontaine,

Although more people are riding than ever—and the District is operating more miles—passengers are having a safer ride.

The number of traffic accidents per 100,000 miles was reduced 3.4 percent during the past fiscal year, while passenger accidents was reduced 4.7 percent, according to G. G. Wadsworth, safety engineer.

The traffic accident frequency showed a reduction of 13 percent, compared to the tally during the District's first full year of operation. Passenger accident frequency is down 10.7 percent over the record for the 1961-62 fiscal period.

The miles per accident rate increased from 11,400 miles to 11,845 miles during the year, up 3.9 percent, Wadsworth said—and up 18.3 percent, compared to seven years ago.

Emeryville Division; G. T. Gurschke, Richmond Division and R. V. Wieland, Seminary Division. Winners in the third round, by same division, were: J. D. Anderson, Fred Tyler and J. A. Martinez.

Participants answer a safety quiz, with winners picked from the collection of right answers.

District has highest Month of record in Passenger revenue

The District had its best month yet in passenger revenue during October, as riders traveled more — and with exact change ready.

Fare box revenue totaled \$1,313,634, giving the District its highest tally since start of service eight years ago. Previous high of \$1,262,264 was collected in May of this year.

Revenue growth

Passenger revenue in Oct., 1960, first month of operation, was \$956,057.

Another high, in public support and understanding, was attained on Sunday, Oct. 27, when everybody rode with exact change ready. No refund coupons were issued.

It was the first time, since the "Ready Fare" plan of riding was inaugurated July 14, that operators had no need to hand out coupons which could be redeemed later by riders without exact change for East Bay or transbay riding. Issuance of refund coupons has declined steadily, with nine as an average week-day tally during October.

Transbay riding hit a new high mark on October 25, with \$23,251 collected on bridge lines. The previous high of \$23,009 was tallied March 18.

Intercity express lines also added to the record attainment on Nov. 4, with fare box revenue of \$3522, topping the tally of \$3452 reached Oct. 4, a month before.

A million miles

Another record, for miles traveled, was rolled up by Seminary Division in October, with 1,010,787 miles operated—first time any division has broken the million mark. The division is the District's busiest, with a fleet of 302 coaches.



REMEMBER—Photos from Harre Demoro collection show No. 11 car on Oakland Ave. and No. 1 car, above, at 13th and Washington Sts., Oakland. Below, No. 7 car and No. 75-Grizzly Peak bus share street on Euclid Ave. at Regal Rd., Berkeley. Pictures were taken by Waldemar Sievers.



Twenty years---since last of street cars

It was a sentimental journey — with some highlights of good fellowship — but at the end of it, at 2:43 a.m. on Nov. 28, 1948, a No. 5 street car rumbled into the shabby darkness of the old Central car station at Second Ave. and East 14th St.

The long era of trolley transportation in the East Bay was at an end.

Some of the passengers who made the final trip were around this month to mark a 20th anniversary, remembering with wistfulness the clanking of the cumbersome cars, which once tied the East Bay in a rail-fixed, but seemingly convenient, transportation package.

Vernon Sappers, railway historian of 1802 E. 23rd St., recalls:

“National City Lines really extended itself that night. They let everybody ride free on the last trip and gave us souvenir transfers. There were a few tears shed, but we had a lot of fun, too.”

The last trip, although photographed

in newspapers as car #980, actually was made by car #807, with the late E. A. Martinson at the controls, Sappers said.

The car made the Telegraph Ave.-Grove St. loop to Berkeley and return, before it was headed into the barn and retirement. Aboard were a full load of rail fans and “old timers,” who took part in what appeared to be the end of electric transportation.

The Key System, which had provided street car and bus transportation since the early days of the East Bay, had been talking trackless trolleys in 1946 and work had begun on overhead wires on College Ave. when announcement was made of sale to National City Lines.

The switch to more efficient, all-bus operations became immediate and a year and a half later, the last street car was phased out—replaced by the mobility of bus lines—nucleus of today’s AC Transit network.

Hair of the dog turns Out pretty fine coat

Nobody can grow a better coat than a dog.

Or more specifically, certain breeds of dog like the handsome white Samoyed that makes a trio out of the family of Mr. and Mrs. Richard Collicott at 532 Talbot Ave., Albany.

Prince is the latest of four Samoyeds owned by the Collicotts and at 18 months, has yet to contribute to their



unusual hobby. But brushings of various pets have produced two coats, sweaters, other clothing and a comforter.

Collicott, who retired in June, 1967, as a mechanic at Emeryville Division, helps his wife with the constant brushing that keeps the heavy coat of the dog in stately

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condition. The brushings — it takes 18 months to collect enough for a human coat — are spun into yarn and the yarn woven into cloth of outstanding beauty and durability.

The cloth “lasts forever,” according to Mrs. Collicott, and has enviable qualities.

It’s soft and white, warm, completely washable, mothproof and doesn’t shrink —whoever heard of a shrunken dog!

The Collicotts, who are from England, first heard of using “the hair of the dog” in World War II, when Canadians found Samoyed hair particularly suitable for lining the vests of pilots.

The Collicotts send the fur to Seattle to have it spun into yarn and woven into cloth.

“I tried spinning it myself, but made a miserable failure. It was all bunchy. But I do my own sewing after I get the material,” Mrs. Collicott explains.

The gentle dogs have been the pets of the Collicotts for 30 years.

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UNIVERSITY OF CALIFORNIA

"Sky bus" offers new approach

Actions of the Board

At an adjourned regular meeting Nov. 27, the Board of Directors:

- Adopted resolution affirming election on Nov. 5 of Ray H. Rinehart as Director at Large; William H. Coburn, Jr., as Director of Ward I and William E. Berk, as Director of Ward II.

At a regular meeting Dec. 11, the Board of Directors:

- Authorized procurement of excess liability insurance coverage on basis of \$100,000 self insurance, with maximum liability of \$10,000,000, on motion of Director Rinehart.

Vietnam veteran welcomed back

When Roger A. McCluney, Jr., was granted the District's first military leave of the Vietnam conflict in Feb., 1966, fellow workers in the treasury department staged a farewell party. The cake bore two American flags and the message: "Good Luck, Roger."

Lieut. McCluney, 26, back at his desk again, figures he had the luck.

He spent a year in Vietnam, saw considerable action against organized and guerilla forces, but escaped injury.

His welcome back initiated a new tradition.

Honored by Board

He was honored by the Board of Directors during the Dec. 11 meeting and was presented with a plaque by Alan L. Bingham, general manager.

The plaque pays tribute to McCluney's dedication and courageous action in behalf of his country.

Son of Mr. and Mrs. Roger McCluney of San Leandro, Roger will be married on Jan. 11 to Rosalind Gedney, teacher in the San Lorenzo school district. They will make their home at 26194 Gading Rd., Hayward.

A graduate of California State College at Hayward, McCluney has applied for readmission, to work toward a master's degree in business administration. His work hours will be dovetailed so he can continue his college studies.

In Vietnam, McCluney spent six months as an infantry rifle platoon leader and saw what he sums up as "considerable action."

During his last six months, he was the senior adviser of a five man team, advising a regional force unit of the South Vietnamese Army. The combat force, which averaged 130 men, operated against the Viet Cong and faced more danger from booby traps and mines than actual firing, McCluney said.

"The Viet Cong broke up on contact and I was only pinned down about three times during last six months.. I was extremely lucky the whole time."

TRIBUTE—The District's first plaque, honoring service in Vietnam, is presented to Lieut. Roger A. McCluney, Jr., right, by Alan L. Bingham, general manager. McCluney has returned to the treasury department.



Electronic "sky bus"

New vehicle proposed for future transit

The District moved further into studies of travel innovations this month, considering one "radical break with the past," an electronic "sky bus" which whizzes along at high speed on its own guideway.

The Board of Directors was shown a film of the computer-controlled transit vehicle as one concept which might provide rapid, comfortable and economical feeder service to Bay Area Rapid Transit stations.

The District is exploring different approaches to local mass transit systems, inviting manufacturers to present ideas on modes of travel which might keep step with overall urban development. Management also is conferring with public officials and agencies to determine local thinking on future transit requirements, particularly those involving possible new types of operating systems.

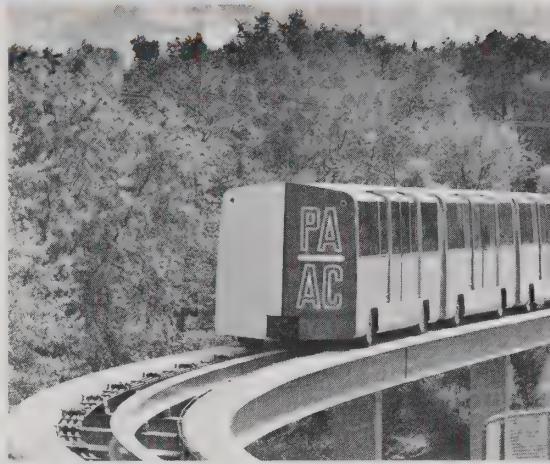
Westinghouse Electric Corporation, in a presentation on its experimental Transit Expressway, constructed near Pittsburgh, Pa., proposed a similar system to link Metropolitan Oakland International Airport with BART's Coliseum station and the Coliseum complex.

Campus link

A "sky bus" system could be constructed to connect BART's downtown Berkeley station with the University of California campus, perhaps traveling through the campus itself, according to Joseph C. Marshall, Westinghouse transportation engineer.

The noiseless, electric-propelled vehicles might link Hayward BART stations with the downtown area and the California State College, or could join different sections of downtown Oakland, including a short shuttle between the Kaiser Center area and the 19th St. BART station, Marshall said.

The Transit Expressway features dri-



"SKY BUS"—One concept of high-speed transit whizzes on Pennsylvania test track.

verless, rubber-tired vehicles which operate over a concrete guideway. The "sky buses" can operate on two-minute headways, at speeds of 50 miles an hour.

Using lightweight cars, seating 28 persons, with room for at least 28 standees, the system is designed to serve peak demands of 5,000 to 16,000 people per hour. The vehicles can operate singly or in trains, providing continuous, round-the-clock service.

Costs vary considerably in the Westinghouse projections, depending on number of vehicles, stations, single track or double track, terrain and construction specifications, Marshall said.

However, capital and operating costs are expected to be below those of a conventional rapid transit system because of the lightweight roadway, flexibility of train length for most efficient use of equipment at all times and automatic control of operations, the engineer added.

A projection for a 3½ mile system between the airport and the coliseum would cost about \$9,000,000, exclusive of right-of-way, Westinghouse said.



Everything is doubles As departments join In farewell to workers

TWIN PARTY—Lawrence Butler, left, cuts cake with help of John Krajcar. John Manha lets A. R. "Tony" Lucchesi take over honors.

John J. Manha, 63, veteran mechanic whose inventive ability consistently led to better ways of bus maintenance, "closed up shop" at Emeryville Division this month to retire to his home on Bethel Island.

Simultaneous retirement of Lawrence Ray Butler, 67, leadman in the stores department, resulted in a twin farewell party from workers, with two cakes, two speeches and the presentation of two retirement pins by the general manager.

Gifts reach two tall heaps.

Manha, first winner of the Golden Wheel Award in Feb., 1965, received tribute then for his "better ways of doing things." He also received a Fleet Owner award for development of an injector tester. Manha went to work as a machin-

ist helper in 1932.

He'll have time now for bass fishing, from his own dock and a boat.

Butler, who has moved to Turlock, joined the track gang in 1940, moving three months later to the car barn on Telegraph Ave. In 1946, he threw the switch to turn the last street car into that barn and two years later, repeated the performance at Central barn.

When the final train made its run in 1958, Butler was there to turn it into the yard. He moved into the stores department in Feb., 1959, and took charge of the Kardex, with some 13,000 items under his supervision.

Long prison term for Convicted bus bandit

A sentence of 15 years to life in State prison has been given Lawrence Mosley, 22, of 1826 Alcatraz Ave., Berkeley, for the robbery-shooting of bus driver Ralph Livingston on June 10.

Superior Court Judge Zook Sutton handed down the sentence on the robbery charge after Mosley was convicted by a jury. Sentencing on a charge of assault to commit murder was stayed pending appeal by Mosley's attorney.

Mosley was arrested about a month after the hold-up when a witness picked out his picture from police files.

"Big Game" football Service adds another High to revenue records

Buses carrying fans to the "Big Game" at Memorial Stadium, Berkeley, on Nov. 23 came out winners as a new high in revenue was dropped in fare boxes. A total of \$30,659.40 was collected, surpassing the record of \$29,465.24 tallied Dec. 2, 1966, when the Raiders played the New York Jets.

A transbay revenue record of \$23,372.86 was set Nov. 22, topping the Oct. 25 high of \$23,250.26. Intercity express lines took in \$3,627.80 on Dec. 3, hitting a new high for the fourth time this year.

Final tribute to James Viguier

Bus drivers throughout the District paid their own tribute to the veteran of them all this month when they turned their headlights on for one minute in honor of James L. "Jimmy" Viguier.

"Jimmy," who was 81, died on Dec. 2, one day after his retirement as a supervisor became effective. He had been on the job over 61 years when he was taken ill July 22.

As a requiem mass began at St. Mary Magdalen Church in Berkeley, Central Dispatch notified drivers over the two-way radio system that lights could be turned on as a tribute to a transportation worker who was a legend in his own time. Lights clicked on as buses traveled in East Bay cities



James L. Viguier

and across the bay bridge, but—as "Jimmy" would have wanted it—there was no slackening of schedules. Oldest employee in years and in length of service and "Mr. Transit" to generations of riders, he was credited with knowing every schedule—and seeing they were maintained.

Transportation manager D. J. Potter could recall only one other occasion of similar respect.

In September, 1936, as the Lurline sailed into San Francisco Bay with the ashes of his father, the late James P.

Buses roll with lights on

All "new look" buses rolling from Richmond Division are traveling with headlights on during daylight hours as a safety test program. Seventy-three buses were rewired for the "lights on" experiment. Results will determine if the program will be extended.

Potter, first superintendent of the Key System, flags on ferry boats were lowered to half staff and Key Route trains stopped running for one minute.

"Jimmy," of 975 Tulare Ave., Berkeley, went to work for the Oakland Transit Co., forerunner of Key System, in Feb., 1906. After six months in the shops, he moved to lower Broadway in Oakland as a "trouble shooter." He had been on Broadway since, moving up town a bit to "headquarters" between 13th and 14th St. He had been a supervisor since 1913.

His wife, Sarah—known to friends and fellow workers as "Sally"—survives.

New tokens arrive; Issued to outlets

With a new issue of bus tokens received and others on the way, the District began mixing the new with the old this month, boosting stocks depleted by riders buying in larger quantities. A portion of the first 100,000 was set aside for coin collectors. The minting of one million new tokens was ordered in September, to permit more effective distribution to firms handling token sales under the "Ready Fare" plan of riding. The new tokens look the same as the older model, except for the "Ready Fare" insignia on one side and the date, "1968."



*Barbara Slover
rolls out tokens*

The District's first tokens went on sale in October, 1961, marking a first anniversary of operations.



HERE'S SANTA—When St. Nick rolled up in a red sleigh, on top of AC Transit's decorated bus, crowds were waiting to greet him. Reactions, however, varied. Above, left, Cindy Davis of Hayward had a tight hug. But Sara Lee Green, 2, of Oakland, had nothing but tears for Santa.

The Transbay Transit Terminal rang with Christmas music, commuters homeward bound from San Francisco clutched free candy canes and a cheery, decorated bus carried an international message of "Happy Holidays."

The District's traditional efforts to extend season's greetings to all was wrapped this year with a ribbon of happy response.

Everybody had a good time.

An airborne Santa Claus, riding in his own sleigh on top of a decorated bus, ushered in the holiday program. Hundreds of adults and children, alerted by publicity in news media, waited at stops to welcome the traveling greeting card.

One thing was apparent from the looks on waiting faces. Happiness was tucked right in the sled, alongside of St. Nick—Nicholas P. Alevizos, superintendent of Richmond Division. Free candy canes, distributed by two women drivers, Mrs. Adele Bosco and Mrs. Priscilla "Pat" Grap, added to the fun.

The bus, with St. Nick on top, traveled through nine cities, making five-minute "Candy Cane" stops.

After the initial introduction, the bus continued in regular service on major

trunk lines for the remainder of the season. The coach was decorated with Santa Claus cutouts proclaiming "Happy Holidays" in 21 languages.

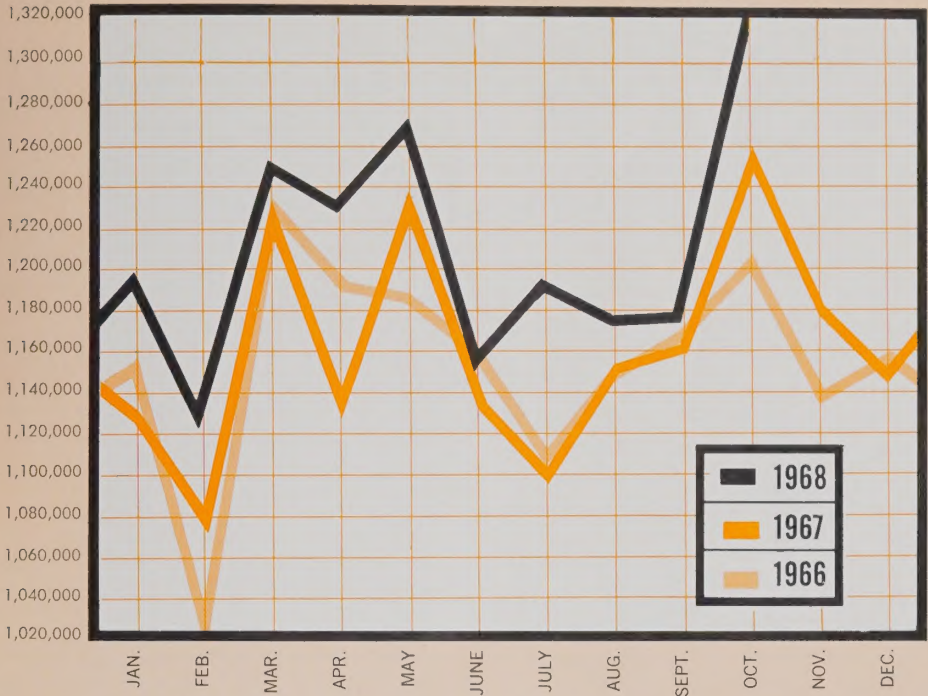
The two women drivers, dressed as Mrs. Santa Claus, rode the holiday bus and regular service to distribute additional candy canes and answer traveling questions.

Santa and his helpers gathered together again in a team to lead an unusual holiday party at the San Francisco terminal. Young accordion players, the "Glotones," provided holiday music, performing against a "Christmasy background" near the decorated ticket office.

Candy canes were handed out to surprised—and pleased commuters. An added treat, for the old-timers among riders, was a display of blown-up photographs, showing scenes from Christmas parties held on Key System ferry boats over 30 years ago.

Something new to put in Christmas stockings also was offered—gift-packaged ticket books. A gift envelope, featuring a horse car of the "elegant eighties," was used as container for 20 and 40 ride adult books and 10 ride youth books, sold as "stocking stuffers."

AC/transit PASSENGER REVENUE...COMPARISON WITH PREVIOUS YEAR



District revenue climbs to new high

A brisk increase in business was recorded during October, continuing a growth pattern evident during the first four months of the new fiscal year.

Passenger revenue for the month totaled \$1,313,634, an increase of \$60,059 or 4.79 percent over year ago revenue of \$1,253,575. Revenue on East Bay lines was \$755,046, up 3.49 percent over the same month a year ago. Revenue from transbay lines totaled \$558,588, an increase of 6.61 percent over the fare box tally of October, 1967. Commute book sales also showed a decided increase, with a total of \$243,936, up 18.3 percent over year-ago sales of \$206,267.

The number of passengers carried totaled 4,862,102, up 2.98 percent over the count of 4,721,362 taken for October, a year ago. East Bay riding showed an increase of 2.28 percent, while transbay riding had a gain of 4.94 percent.

Operation costs during the month totaled \$1,495,945, an increase of \$125,631 or 9.17 percent over year-ago expenses of \$1,370,314. The District operated 2,140,942 miles of service, an increase of 102,533 miles or 5.03 percent over mileage for October, 1967.

Total income of \$1,797,757 was sufficient to cover operational costs, depreciation and bond debt requirements.

Passenger revenue for the month was the highest in District history, since start of operations exactly eight years ago.

"Little Mac" receives Golden Wheel award

"Little Mac," a favorite with customers and fellow workers, received the Golden Wheel Award for Distinguished Service this month for outstanding service as a District representative and "salesman in dealing with the public."

The award was presented to Robert J. MacDonald, 59, during a meeting of the Board of Directors.

In making the presentation, Alan L. Bingham, general manager, cited "Little Mac" for his warm, pleasant manner and initiative, which has earned him the esteem of passengers and employees alike. He also was rated as one of the "most requested drivers for charter and special events service."

"Little Mac" is among the most traveled of District drivers, taking the wheel on trips which have taken him, time and again, to every part of California.

MacDonald, of 3669 39th Ave., drives regularly on transbay Line B-Grand Ave.

His first connection with transportation began in 1936 when he worked at the news stand at the Ferry Building in San Francisco. In 1939, he moved to the stand at the Transbay Transit Terminal, when it was jammed with passengers riding the bridge trains. MacDonald joined the operating department as a driver in 1941 and a year later, was made supervisor, working at Treas-



R. J. MacDonald

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ure Island during World War II years. He returned to driving in 1946.

A widower, "Little Mac" spends his off time with a son, Robert Jr., of Pleasanton, and three grandchildren—enthusiastic boaters and water skiers.

The award included a \$50 U.S. Savings Bond, certificate and lapel pin. In addition, "Little Mac's picture is on display on the outside of District buses and in gillye rooms at all divisions.

Carmen's Union elects New slate of officers

Edward A. Cordeiro defeated other candidates to take over as president of Amalgamated Transit Union, Division 192, at Dec. 4 elections. Re-elected as financial secretary-treasurer was W. F. McClure. At run-off elections, Mike Chuba was chosen recording secretary and George Garcia was named operating business agent and vice-president. James Thomas was declared maintenance business agent and vice-president.

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